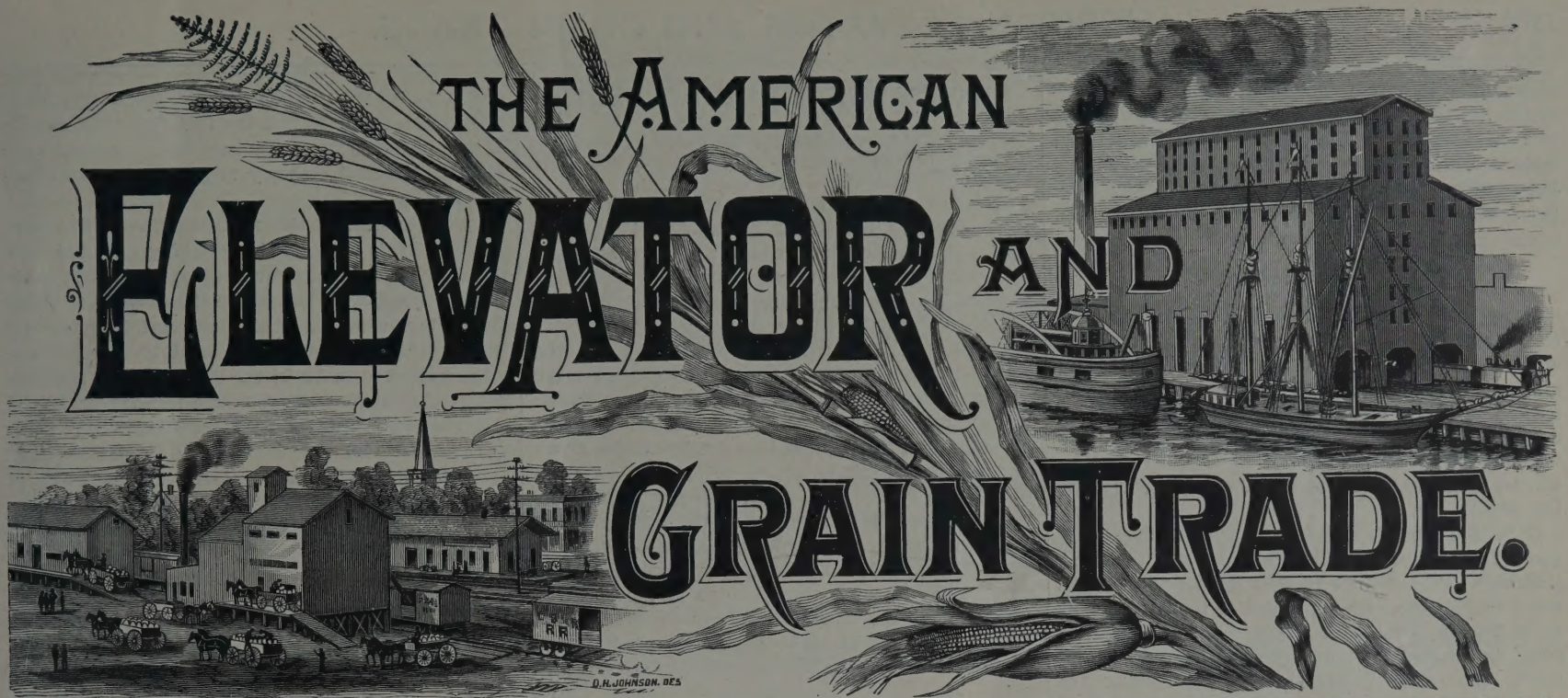




A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

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PEORIA AS A GRAIN MARKET.

Peoria has never done much bragging about its grain business, and as most of its business has been in cash grain, few outside of the grain business know of its importance as a grain market, in fact, many connected with the trade are unaware of the large business conducted there. It is especially important as a coarse grains market, and for a number of years has handled more corn and oats than any other primary market except Chicago. Its wheat receipts have never been large, ranging from one to two million bushels each calendar year, but the receipts of corn have been large for a number of years. In 1879 the receipts of corn amounted to 10,323,740 bushels, shipments 7,305,040; in 1881 the receipts were 17,568,565, shipments 12,972,225 bushels. As the years go by we find Peoria consuming more and more corn, and the shipments decreasing, but the receipts have held up well. The receipts in 1885 were 11,602,855, shipments 7,087,500 bushels; in 1890, receipts 12,911,900, shipments 7,549,782 bushels; in 1895, receipts 15,596,695, shipments 4,996,680 bushels; in 1896, receipts 18,624,800, shipments 6,114,760 bushels. The amount consumed was about 3,000,000 bushels in 1879, and 12,500,000 bushels in 1895.

The city, which has a population of about 70,000, is not a large consumer of oats, but its oats trade has grown until now Peoria stands second among the primary markets in the oats trade. In 1879 4,896,280 bushels were received, and 4,950,125 shipped; in 1882 7,661,975 were received, and 7,649,175 shipped; in 1886 12,182,670 were received, and 11,729,205 shipped; in 1891 14,562,000 bushels were received, and 14,514,681 shipped; in 1895 19,435,050 were received, and 19,182,150 shipped; in 1896 18,102,400 bushels were received, and 17,920,750 bush-

els were shipped. The receipts of rye during the eighteen years, 1879 to 1896, ranged from 120,000 to 1,120,000 bushels. During the last five years the receipts have not averaged 200,000 bushels annually, and about two-thirds of that received has

2,006,500 bushels were received, and 1,508,800 shipped.

Peoria's prominence as a coarse grains market is not due alone to the facts that it is on the line of twelve railroads and has a number of distilleries and a glucose factory, but more particularly to the fact that it has a well managed Board of Trade, whose membership includes about fifty enterprising grain commission merchants, who have built up a good trade by careful, conservative methods.

The Board was organized in 1870, and has had a prosperous existence ever since. The officers for the ensuing year are James M. Quinn, president; H. F. Velde, first vice-president; Frederick H. Smith, second vice-president; treasurer, B. F. Blossom. R. C. Grier, who has been secretary of the Board for the last eight years, was president in 1872. The Board of Directors at present are E. S. Easton, B. Warren Jr., T. A. Grier, A. G. Tyng Jr., P. B. Miles, Samuel Woolner Jr., James Bannister, W. T. Cornelison, W. F. Bryan Jr., and W. R. Buckley. The Committee of Arbitration is composed of M. W. Goss, H. W. Lynch, L. L. Thurber, I. W. Donmeyer, J. H. Bunn and D. D. Hall. The Committee of Appeals is composed of W. H. Mills, Frank Murden, J. W. Gift, John Thode, Robert Grant and Charles H. Feltman.

The Board has control of the inspection, weighing and registration of grain at Peoria, and it can be truthfully said that it has been remarkably successful in conducting the work to the satisfaction of the trade. The city's two new up-to-date



BOARD OF TRADE BUILDING, PEORIA, ILL.

been consumed. Although not a large consumer of barley, the receipts of barley have grown gradually, and during the last nine years have exceeded a million bushels. In 1894 1,962,700 bushels were received, and 1,564,600 shipped; in 1895 1,957,200 bushels were received, and 1,505,100 shipped; in 1896

elevators will give it better facilities than ever to care for the growing grain trade, and others will be added as the business demands it.

The Board of Trade building, which we illustrate herewith, is a handsome four-story brick structure. The front half of the third and fourth stories are

given up to the large trading hall, and the balance of the building is cut up into offices for the officers and members. In the exchange hall are black walnut sample tables and large blackboards bearing records of the fluctuations in the different markets. The business done is principally cash grain.

E. L. WAGGONER.

The president of the Illinois Grain Dealers' Association, in the course of an address at Peoria, took occasion to compliment the members of the Association on the attendance of progressive, intelligent, up-to-date grain men. The compliment was well deserved and we present herewith a portrait of one who did much to bring the dealers together, in fact, he had remarkable success as traveling solicitor for the Association.

E. L. Waggoner is now in the prime of life, being about 38 years of age. He was born and raised at Hillsboro, Ill., but later resided for a few years at Boise City, Idaho. On his return to the east in 1887 he became a member of the Merchants' Exchange of St. Louis, Mo., and soon after was engaged to represent one of its principal receiving houses. He severed his connection with the St. Louis house to engage in the life insurance business, which he followed for several years. He afterward identified himself with the grain trade in different capacities, and became well known and highly esteemed by all members of the trade who met him. As solicitor for the Illinois Grain Dealers' Association he had increased the membership of the Association to 525 at the time of the Peoria meeting. It is to be greatly regretted that the Association should lose his services, but he has accepted a position as traveling solicitor in northwestern territory for a St. Louis receiving house. Mr. Waggoner has been succeeded as solicitor for the Illinois Grain Dealers' Association by James Turner, a grain dealer of Boody, Ill.

LOADING GRAIN CARS.

Thomas H. Foster, the Board of Trade Weighmaster at Chicago, has issued a circular to dealers who ship to Chicago, which can be heeded with profit by all shippers. In it he says:

"The large number of reports from my deputy weighmasters of leaks over grain doors, and of leaks on account of defective grain doors on cars loaded with grain arriving in Chicago, prompted a personal examination by me of a large number of cars over the different lines of railroads, and I find that a surprising number of cars are loaded much above their capacity, and a number of other cars are loaded having grain doors of insufficient strength to hold the grain without bulging the doors, thereby allowing, in such cases, leaks at the grain doors and consequent material loss to the shippers of grain to this market.

"Some of the cars arriving without permanent grain doors are boarded with inch boards, and in such cases, unless reinforced or cleated in the middle, are very apt to bulge and cause serious leaks in transit, and in the switching in the railroad yards at this terminal.

"It is of very great importance to all shippers of grain to this market that they use great care in the cooping of the cars, before loading, and to insure against loss or leak at the grain doors, by strengthening and preparing the car doors in such a manner that these unnecessary losses cannot occur.

"It would also be of benefit to shippers to this market not to overload the cars, especially when loaded with oats, and to avoid in that way serious losses, due to oats or other grain running out over the grain doors.

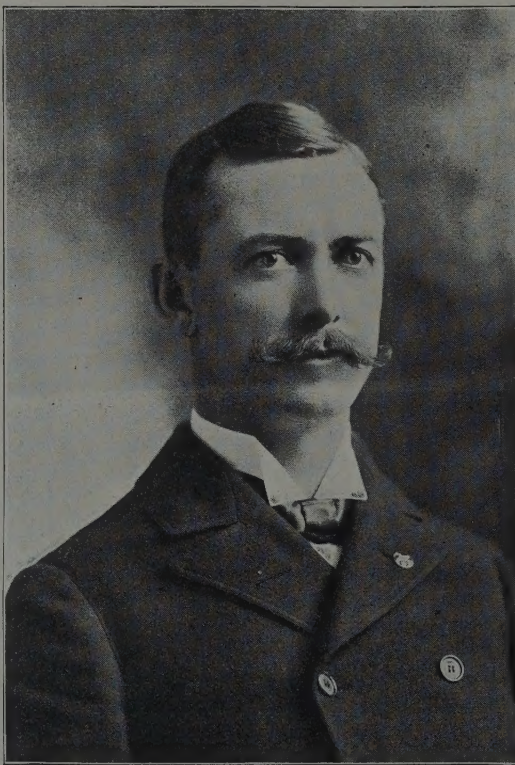
"Careful attention to these recommendations, and a little care in loading at point of shipment, will, without doubt, prevent recurrence of many of the losses in transit and lessen materially the reports of leaky grain doors, or leak over grain doors at Chicago."

Keep your elevator clean and thereby reduce the fire hazard as well as make it less inviting for grain infesting insects.

SHORTAGES AND INSPECTION.

[From an address made by W. W. Culver, Chief Grain Inspector for Kansas, at the meeting of the Kansas Grain Dealers, held in Topeka.]

For fifteen years I have wanted the grain dealers of the state to organize fully and completely, that the interests of this large number of men, who handle such a large business yearly, should not conflict, but blend harmoniously. Organize not so much for the purpose of circumventing the scoop-shoveler, nor alone for the adjustment of local differences and difficulties, but to present a solid battle front to the ancient and always enemy, the short-weight elevators, and other wrongs that have obtained so generally that now they seem to exist by divine right. And the meetings should not be left for a few to attend. As I have said, I have always wanted the grain dealers of Kansas and the Mississippi and the Missouri Valley grain raising states to effect an organization, and I am thoroughly grounded in the belief, after learning what I have in the last five months, that the wrongs we have to suffer from several sources will never be righted, until we can show our strength, by simultaneously diverting our



E. L. WAGGONER OF ST. LOUIS, MO.

shipments from a market that is now known to be employing questionable methods—methods which are inimical to the interests of the shipper.

Legislatures may pass laws, as they have in this state, looking to the correction of the evils of which we complain. Yet a powerful organization, acting as with one thought, can and have made the working of the law non-effective. But supposing that to-day 500 cars of grain tributary and naturally belonging to a mistrusted market should be suddenly diverted from that market. Do you think for a moment that there would not be a shaking up of the dry bones? If this were continued for a time, there would be an investigation that would investigate; that would investigate the receiver and not the shipper. You remember that in an investigation of short weights a short time ago in Kansas City, the burden was thrown back upon the shipper for not furnishing evidence, etc. Although this special committee acknowledged there was a shortage, and a continual shortage, at that time, yet this committee boldly say it was not a criminal practice. Now, gentlemen, I want to impress upon your memory, and I wish I could get the ear of every shipper in Kansas, the fact that the individual is not in it, for a minute, when it comes to prosecuting a claim against a corporation, or even against an individual or firm that is bound to other individuals or firms by constitution and by-laws, rules and regulations so binding that when you touch one you touch all,

and you meet with a defense that is solidified against you. This, coupled with the fact that it is outside of the jurisdiction of any law that you may have at your command, makes your prosecution powerless and largely farcical.

I wish to state at this time that the law enacted last winter is lame as to weighing. I find it a physical impossibility for one man to weigh grain in hopper scales 80 feet above the car, out of which the grain comes, there being no possible chance for him to tell, to an absolute certainty, that all the grain supposed to be in the car has been shoveled out of the car and elevated into the hopper. After long-continued study and observation, I have come to the conclusion that the remedy for actual shortages lies in track scales, placed at the point of unloading, and in the care of disinterested parties, such as is contemplated in the present law providing for state weighmasters. Last winter, when this law was in the hands of the committee, I was before that committee and talked with some of its members several times, and I always urged that the proposed inspection law should provide for the absolutely correct weighing of grain at public elevators. While I regard inspection as very important, yet weighing is more important. I favor track scales, because every man about the car is directly under the eye of the weighmaster. He can see that all of the grain is out of the car, and when he weighs the full car and then the empty, he knows for an absolute certainty what he weighs. Now, should a shortage occur, we know it lies between the weigher and the scales.

We can get an expert to adjust the scales, and if then shortages still occur, we can remove the weigher. Track scales at each elevator, and at some elevators it would need four or more, would be expensive for the elevators, and if too burdensome to be forced upon them, by act of legislature, then the legislature should provide for the inspection department maintaining the scales. But I think now that the wiser way, and more business like, is for the public elevator or warehouse to provide for the proper and exact handling of the grain that the public are interested in. It is useless at the present time to go into further details on this subject of weighing. I give you these few items that you may think them over and if sometime in the future we should call upon you to help in a demand for legislation upon this subject, you may act intelligently. I assure you I am using my best endeavors to remedy these weight shortages, and I do not intend to give up, but propose to use all the means I have to correcting this greatest of evils the grain shipper has to contend with.

Of course you will agree that the best way is for the railroad company to give a clean bill of lading for the amount in the car and let the company as a common carrier get it out at the other end; that is, if you, the shipper, put 30,000 pounds of wheat in a car and the local railroad agent is satisfied that such is the case, let him receipt for the same, and if there is then a shortage at the destination, it will devolve upon the railroad company as the common carrier either to find that shortage or pay for it. This they do in some cases, when stuff is consigned to Kansas points, but when consigned to points outside of the state, they plead interstate commerce and are relieved.

Your president, in his remarks, stated that he thought there was no fault found with our inspection. Your secretary stated that there was some ground for criticism.

I will gladly receive your criticism, for I believe they are entirely friendly, and given more with a desire to help than hinder. I want to tell you that what criticisms I have received from the shipper are as "balm to the wounded soul" when compared to the criticisms coming from the receivers of the Kansas City Exchange. Your criticisms spring from a self-interest, and since you pay the bills I cheerfully recognize your right to kick when inspections do not meet with your approval. But criticisms coming from the other side are many times manifestly unjust, often unreasonable and seldom friendly. Some snide commission man, to cover up some blunder of his own, begins to scold the inspection

department, thinking to release himself of his own error, and possibly make himself safe with the shipper. Some of them have gone so far as to charge us with willful negligence in procuring samples, writing to the shipper and throwing the blame for the delay on our department. This complaint the shipper generally returns to me, which I appreciate very much, for this enables me to look up the identical case. I want to tell you that not 10 per cent. of the errors reported by these parties are really chargeable to our department. As I say it enables me to give the exact status of the case to the shipper, letting him be the judge, and it nearly always results in the discomfiture of the one who sneakily sought to shift his own error on someone else.

Some of you no doubt have paid "car" service or demurrage. This you understand is for an accrued car service for cars "held for inspection" longer

often thought when I read my "returns" that if ever I had the opportunity the shipper should have an inning. You have been in the dark long enough. I am determined to stand by the shipper seeing that he gets justice. If I can accomplish this in my short administration of this office, I will be willing to let history be the judge of its worth.

MAKING COLLECTION AGENCIES OF RECEIVERS.

A resolution was adopted at the recent meeting of the Illinois Grain Dealers' Association, which will, if carried out, check the efforts of railroad companies to make collection agencies of receivers. The immediate cause of the trouble was the collection by an Iowa road of a disputed account by attaching advance charges to three bills of lading. One aggravating feature of the case is that the

pany will have to remit the so-called advanced charges. Such trickery would not be attempted if the Marble Rock Grain Co. had any other outlet than the B., C. R. & N. R. R. for grain. This method of collecting disputed claims is hardly honest, and surely would be practiced by no railroad official who desired the respect of the shipping public.

A place should be provided on bills of lading for making advanced charges, so that the receiver can readily discern that there are such when it is marked. The "A. C. 23.00" was very indistinct on the three bills in this case, and no doubt were made so intentionally. The railroad company has refused to refund the money to the receiver, thus making it a collector of the company's bad accounts. No doubt this will be a warning to receivers of grain shipped from points on the B., C. R. & N. R. R., and the bills of that line will be examined more carefully hereafter. The practice is a pernicious one, and should be stopped as soon as possible.

Form 63.

Gunderson Perfection No. 2, Pat. Dec. 9, '90, CHICAGO.

Burlington, Cedar Rapids & Northern Railway

At *Marble Rock* Station *Queer* 189Received from *Marble Rock Grain Co*

in apparent good order, by the above named Railway Company, the following merchandise, marked and numbered as per margin. It being fully understood and agreed, that for damage or loss thereto, happening beyond the limits of this Company's Line of Railway, it is not to be held liable.

Consignee *CB Langdon & Co*Destination *New York*

No. Packages.

DESCRIPTION OF ARTICLES.

Weight.

17220

*eece 8 1/2**Best Oats**(1089)*

Notify CB Langdon & Co
Chicago Ill
Oct 18/1897

*Check**Ill**EW Keeling*

Agent.

BILL OF LADING WITH ADVANCED CHARGES CONCEALED.

than the forty-eight hours' limit. This has occurred from different causes, but I want to tell you that no one has paid demurrage when clearly the inspection department was at fault, the date of the inspection certificate being the basis of settlement with the car service association. One cause for the delay often arises from the fact that shippers ship to themselves, and when the inspector inspects these cars and gets samples they are taken to the office and held as a stray until somebody calls for them, then they are delivered, but usually several days go by before we can find anyone to handle them. I would like to suggest that, if you must consign to yourself, you notify my office where to deliver the sample, that it may be delivered at once, thereby saving any charge for car service. I believe we are giving quite general satisfaction to the shipper, for up to date we have inspected about 70,000 cars, and in all that vast number but six kicks have come to me from the shipper. Now I wish to assure you that the position and condition of the shipper are ever before us when we are inspecting grain. I know that for years we have been shipping our grain to a market ruled and controlled wholly by selfish greed. I have

road collected \$69 in the form of advance charges from a receiver who owed it nothing.

Much of the story is told by the fac-simile of one of the bills of lading given herewith. The Marble Rock Grain Company, which shipped the three cars of oats, did not owe the railroad company anything, neither did the railroad company claim that the shipper owed it anything. It seems that the business conducted by the Marble Rock Grain Co. at Marble Rock, Iowa, was formerly conducted by the Marble Rock Elevator Co. When the elevator company went out of business, the railroad company had a disputed claim against it for \$69. One or two of the parties who were interested in the old elevator company were interested in the grain company, but not all. However, the claim was a disputed one, and it is doubtful if the railroad company could have collected it at court even were the old Marble Rock Elevator Co. in existence.

As is shown by our reproduction, the advance charges were entered on the bill of lading at a place where they would be likely to escape the notice of the receiver—as they did—until it was too late to object.

If the matter is taken into court the railroad com-

DOTS AND DASHES

Alaska's crop of wheat is said to be very short.

Join a grain dealers' association and help to relieve your business of the impositions which encumber it.

Keep matches out of the elevator and prevent pedestrians and nibbling rodents from starting fires unawares.

Barrels of salt water with buckets near by may enable you to extinguish many incipient blazes, which would otherwise cause the destruction of the elevator.

Metric standards of weights and measures have been adopted by twenty-one countries, Great Britain and the United States being the only prominent exceptions.

The foreign grain buyers are now trying to ring in a strong bluff on the American producers. They are representing that Europe's needs for breadstuffs have been exaggerated, and that it will not be necessary for them to pay exorbitant prices. Yet heavy exports continue.

The irregular dealer should be required to pay a license fee to the local government which protects him. Ten dollars a month would not be too much. The elevator man is taxed to support the schools, fire department and government; the scoop-shovel man pays no taxes or rent.

A grain dealer at McKinney, Texas, complained to the railroad commission that he had a car of oats shipped from Belcher to Bryan and detained in Dallas on account of the quarantine at Bryan, and that the Missouri, Kansas & Texas Railroad Company wanted to charge him demurrage on the car. The Commission decided that the company had no right to make the charge.

The Great Bend (Kansas) Grain Co. was recently visited by a tall, well-dressed man representing himself to be an agent of the Mosler Safe Co. on a tour of inspection. He was allowed to examine the safe and clean the lock, with which he showed great familiarity. The following morning the safe was found open and \$20 missing. Another business house in that town also suffered a greater loss.

The Michigan Bean Buyers' Association, which includes fifty prominent dealers in beans, had its annual meeting in Lansing recently, and discussed, behind closed doors, topics of interest to the trade. The following officers were elected: President, James P. Wood, Chelsea; secretary, W. F. Precott, Leslie; vice-presidents, E. A. Morley, Grand Rapids, and C. E. Burns, Owosso; treasurer, S. M. Isbell, Jackson.

Terrible fate! A local grain dealers' association of Indiana has been driven out of business by the scoop-shovel men, and yet there are some regular dealers who have no fear of scoop-shovel competition. A friend of organization writes: "This is certainly discouraging, to say the least, and it is too bad that these fellows with their offices in their hats can disorganize the dealers of whole counties, who are trying to do business on business principles."

MEETING OF GRAIN DEALERS AT PEORIA.

In response to the call published in the October number of this journal, about 240 regular grain dealers, commission men and traveling solicitors gathered in the trading room of the Board of Trade at Peoria on the morning of October 19. The morning was spent on 'Change in watching the market and making new acquaintances. The members of the Board of Trade extended the glad hand of welcome to all and the morning was passed very pleasantly.

President Tanner called the meeting to order at 2:10 p. m. and introduced A. G. Tyng Jr., chairman of the Board of Trade's Committee on Arrangements, who delivered an address of welcome in which he congratulated the Association on the attendance and regretted the crowded condition of the city, in that some might experience inconvenience. "By the heartiness of our welcome we will try to make up for any inconvenience you may be put to. It is the hope of the members of the Peoria Board of Trade that this, your first meeting in Peoria, may accomplish more than any of your previous ones. We bid you welcome, and trust that you will overlook physical discomforts to which you may be subjected on account of the crowded condition of the hotels."

President Tanner, in the absence of H. C. Mowry, spoke of the objects of the Association, and what the regular dealer had accomplished in the line of reducing the cost of getting grain from the producer to the consumer. "The grain dealer now does business on a small margin. By going to the railroads and working for low rates, the regular dealer has further reduced the cost of getting grain to market, and as a result the farmer gets better prices from the regular dealers. The grain commission men have much to gain by joining with us, and we propose to make it more of an object. We are going to change our constitution and by-laws so as to give the commission man some recourse against the dishonest country shipper. I wish the shippers here would go to their commission men here and ask them to join with us and help us. The commission men can be of much help to us, and I doubt not we can be of service to them. Since the annual meeting in June, when we had 200 members, we have gained over 80 per cent. in our membership. The Association is growing rapidly, but we want and need more members. If you have trouble with your neighbor get him in this Association and we will adjust your differences. Now please do not be backward about joining. Come forward. Mr. Tyler has a number of application blanks he is anxious to have filled. You will get more value for your \$5 than you can ever get elsewhere. We will now have an intermission for the accommodation of those who may wish to join and pay their dues."

During the intermission a large number of dealers took advantage of the opportunity to join the Association, after which President Tanner called the meeting to order and introduced Chief Grain Inspector Edward H. Culver of Toledo, who said:

TOLEDO GRADES AND WEIGHTS.

We have the best inspection in the country. I expect no market. I will read the rules governing the grading of grain in Toledo, and if you have any questions, I will try to reply to them:

WHEAT.

No. 1 White Winter—Sound, dry, reasonably clean, equal to No. 2 Red Soft, in quality; weighing not less than 57 pounds per measured bushel; to contain at least 85 per cent. of white wheat.

No. 2 White—To be sound, dry, reasonably clean White Winter Wheat; may be slightly shrunken and to weigh not less than 55 pounds per measured bushel; to contain at least three-quarters White Winter Wheat.

No. 3 White—To be sound White Winter Wheat; may be shrunken or discolored and not well cleaned, weighing not less than 52 pounds per measured bushel.

Rejected White—To be White Winter Wheat; may be warm or musty, but not so badly damaged as to render it unmerchantable.

No. 2 Soft Red Winter Wheat—To be No. 2 Soft Winter; to be sound, dry, reasonably clean; to include all varieties of Soft Winter Wheat, and not contain more than 10 per cent. of White Winter, and weighing not less than 59 pounds, except it

be of the long berry variety, then it may weigh 58½ pounds.

No. 3 Soft Red Winter—To include all varieties of Soft Winter Wheat; to be sound, but not good enough for No. 2; weighing not less than 56 pounds per measured bushel; not to contain more than 15 per cent. of White Winter.

No. 4 Soft Red Winter—To include shrunken and dirty wheat, weighing not less than 52 pounds per bushel.

No. 2 Hard Wheat—To be sound, dry, reasonably clean, containing not over 10 per cent. of White Winter.

No. 3 Hard Wheat—To include inferior and dirty Hard Winter Wheat, but suitable for flour, weighing not less than 56 pounds, and to contain no more than 15 per cent. of White Winter.

No. 4 Hard Wheat—To include inferior and dirty Winter Wheat of the Hard variety, weighing not less than 52 pounds per bushel.

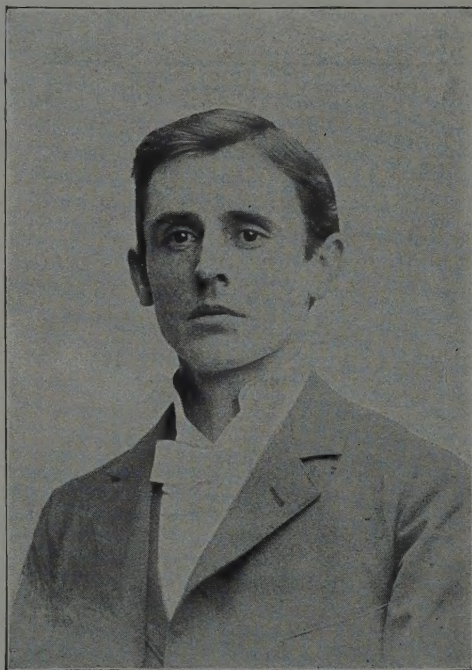
No. 1 Rejected—To be reasonably clean; may be slightly warm and musty, weighing not less than 55 pounds per measured bushel.

No. 2 Rejected—To include all other Rejected Winter Wheat and weighing not less than 50 pounds per bushel.

Grade of Wheat and Rye Mixed—To be of the Soft Winter Wheat variety; the grain to be sound, containing not less than 75 per cent. of wheat.

N. E. G. Red Winter—To be at least 50 per cent. of Soft Winter Wheat and to contain not more than 50 per cent. of rye.

No. 2 Red and White Mixed—To be sound, dry,



PRESIDENT S. S. TANNER, MINIER, ILL.

reasonably clean; to include all varieties of Soft Red and White Winter Wheat.

No. 3 White Mixed—To include all varieties of Soft Winter Wheat; to be sound and not good enough for No. 2; weighing not less than 55 pounds per measured bushel.

Mixed No. 2 Red Winter—To include Hard and Soft Winter Wheat, mixed; in all other respects to be equal to No. 2 Red Soft and No. 2 Hard.

Mixed No. 3 Red Winter—To include all Hard and Soft Winter Wheats; in all other respects to be equal to No. 3 Red Soft and No. 3 Red Hard.

Notice—Wheat containing more than one-third Hard Wheat shall be classed as no established grade. Smutty Wheat—To be kept distinct from rejected and to be sold on its grade value, depending on the prevalence of smut.

No. 2 Spring—To be reasonably clean Spring Wheat and free from multi-grain which will make sound flour.

No. 3 Spring—To include all inferior, shrunken Spring Wheat, not musty and weighing not less than 53 pounds per measured bushel.

Rejected Spring—All Spring Wheat so badly damaged from any cause as to render it unfit for No. 3, in case of the mixture of Winter and Spring Wheat, shall be called Spring Wheat and graded according to the quality thereof.

Notice—In case any of these grades contain dirt, chaff, straw or smut balls, it is cleaned by our Inspection Department through the Moline and Silver Creek Cleaners, under the Inspector's direct supervision and in all cases graded by him after cleaning.

CORN.

No. 2 Yellow Corn—To be sound, dry and only slightly mixed with unsound kernels, and to be at least 85 per cent. of Yellow Corn.

No. 3 Yellow Corn—Will be reasonably sound, reasonably dry, reasonably clean, but not good enough for No. 2, and to contain at least three-quarters Yellow Corn.

No. 2 White Corn—To be white, sound, dry, reasonably clean; may contain a few kernels of unsound corn.

No. 3 White Corn—To be three-quarters white, reasonably dry, reasonably clean, but not good enough for No. 2.

No. 2 Mixed Corn—To be dry, sound and only slightly mixed with unsound kernels, and reasonably clean.

No. 3 Mixed Corn—Reasonably dry, reasonably sound and reasonably clean.

No. 4 Corn—To include all other corn not good enough for No. 3, but not so badly damaged as to render it unmerchantable, for in case the corn is hot or musty, we class it as no established grade and it is sold by sample.

OATS.

No. 2 Mixed Oats—Dry, sound, sweet and reasonably clean; shall weigh 30 pounds to the measured bushel.

No. 3 Oats—To include inferior and dirty oats, not unsound, but from any cause not good enough for No. 2.

Rejected Oats—May be hot or musty, or otherwise not good enough for No. 3.

White Oats—To be white oats, sound, dry, clean and reasonably free from other grain; weighing not less than 32 pounds per measured bushel.

No. 2 White Oats—To be 85 per cent. white, equal in quality to No. 2 Oats.

No. 3 White Oats—Will be at least three-quarters white and not unsound, but not otherwise good enough for No. 2.

No. 2 White Clipped Oats—To be sound, dry, reasonably clean; weighing not less than 36 pounds per measured bushel.

No. 3 White Clipped Oats—To be sound, dry, reasonably clean; weighing not less than 33 pounds per measured bushel.

No. 2 Clipped Mixed Oats—To be sound, dry, reasonably clean; weighing not less than 34 pounds per measured bushel.

No. 3 Clipped Mixed Oats—To be sound, dry, reasonably clean; weighing not less than 32 pounds per measured bushel.

RYE.

No. 2 Rye—To be sound, plump, reasonably clean; weighing not less than 56 pounds per measured bushel.

No. 3 Rye—To include all inferior and dirty rye, and not unsound, but which from any other cause is not good enough for No. 2.

Rejected Rye—All unsound Rye that from any other cause shall be deemed unmerchantable.

BARLEY.

No. 1 Barley—To be plump, bright, sound, clean and free from other grain.

No. 2 Barley—To be reasonably clean and sound, but not bright and plump enough for No. 1.

Rejected Barley—All Barley that is from any other cause unsound, or largely mixed with any other grains.

Notice—Any grain below the above established grades to be held on track and the consignee is notified.

CLOVER SEED.

Choice Clover Seed—To be bright colored, dry, sound, plump, well cleaned and to contain very few corn seeds and uniform in quality.

Prime Clover Seed—To be dry, sound, reasonably clean and only slightly mixed with foreign seed.

No. 2 Clover Seed—To be merchantable Clover Seed, but too badly mixed with dirt, brown or foreign seeds, or in any other respect not good enough for Prime.

Rejected Clover Seed—To include all seeds damp or damaged, very dirty, or so badly mixed with foreign seeds as to render it unmerchantable.

Mammoth, Alsike and Timothy graded by the above rules.

When grain is sold by the carload without the specified quantity being named at the time of sale a carload of wheat shall be deemed to consist of 500 bushels. A carload of corn or rye, not more than 550 bushels and not less than 500 bushels. A carload of barley, not more than 550 bushels and not less than 500 bushels. A carload of oats not more than 1,000 bushels and not less than 850 bushels.

The Inspection Department shall in no case make a grade of grain above the poorest quality found in any lot of grain inspected, when it has evidently been plugged or otherwise improperly loaded for the purpose of deception. Wheat that has been subject to scouring or any other process equivalent thereto shall not be graded higher than No. 3.

All persons employed in the inspection of grain shall report all attempts to defraud the system of grain inspection as established by law. They shall also report in writing all instances where warehousemen deliver or attempt to deliver grain of a lower grade than called for by the warehouse receipt. They shall also report all attempts of the receiver or shipper of grain to instruct or in any other way influence the action or the opinion of the inspector.

Our elevators have adopted a weighing system of the improved De Muth lettering, in which there

can be no mistake. All elevator weighmen are regularly sworn and are good, competent, sober men, and in all cases where there is a mistake in the figures it can be rectified by the lettering system. The weights of grain are inspected regularly by the Inspection Department, which sees that there are no leakages or shortages from carload lots.

All grain for shipment East is inspected by the Inspection Department; any mixtures of grain in the elevators by shippers is so noted by the inspector and classed as mixed grains.

In our market we allow no selection of grades of any kind. Nos. 2 and 3 wheat is of the virgin quality; grades of wheat below these grades they allow them to handle on sample to the best advantage. The same applies also to corn, wheat, rye, oats and barley. A man in buying wheat in our market always gets the same quantity and quality for which our certificate is honored the world over, and the Toledo market wheat as a general rule sells at from 3 to 5 cents premium over any other market in the country and has done so for the last five years. Our system of inspection is most liberal, simply because we do not allow special binning of our contract grade or 2 or of 3 wheat; therefore, when you buy in our market you get the pure article.

Our rules on oats are a little high, which you can see by the criticism offered, but as soon as I return home I will ask our directors to reduce the weight on No. 2 oats to 28 pounds; reduce the weight on No. 3 oats to 24 pounds; reduce the weight on No. 2 White Oats to 30 pounds, and reduce the weight on No. 3 White Oats to 28 pounds. In case there is any dissatisfaction with any of our grades, notify your broker and he will take it up and personally investigate it.

We have no distinction between new and old on any grade of corn; when the corn is dry enough to grade 2 or 2 Yellow, it is graded, no remark of new or old is put on it.

In response to Mr. Culver's offer to reply to questions, Mr. Ulrich of Springfield said: We had one car which was graded No. 4 in Toledo. We shipped it to Philadelphia and it was graded No. 2, but probably it was blown and cleaned in Philadelphia before it was graded.

E. S. Greenleaf of Jacksonville: I shipped two cars of corn to Toledo to fill a sale of No. 3 Yellow; it was graded No. 2, and docked ½ cent per bushel.

In reply to different complaints, Mr. Culver said: We grade corn on condition at the time of arrival. The remarks on No. 4 corn are generally "rotten, very damp." If old corn is too bad for Yellow, we grade it No. 4. I have recommended to our committee on inspection that we admit 1 per cent. of colored corn in No. 2 White Corn, but I do not know what they will do about it. I will recommend that the rule governing No. 2 White be changed so that corn containing not more than 2 per cent. of Yellow may be graded No. 2 White. Our rules governing the grades of grain have not been changed for 12 years.

T. P. Baxter, Taylorville, said that he had noticed that wheat which would grade No. 2 at the beginning of the season would not grade No. 2 after the first four weeks. The shippers of my district are under the impression that all of the inspection departments grade very liberally at the beginning of the season, but follow the rules more vigorously afterward.

Mr. Culver replied: I have been at the head of the Toledo Inspection Department for six years and have always graded the same. We make no variation, but aim to follow the rules closely.

A. W. Lloyd of Springfield, who had inspected the system of weighing at Toledo at a time he was dissatisfied with Toledo weights, said: The only elevator at that point which had not good weighing facilities is one provided with a platform scale for weighing grain. A man, to be a good weighman, must be honest as well as accurate. While I was inspecting their weighing facilities, I saw a young man record a weight incorrectly. He had it weighed correctly, but would not believe he had erred until I had him reread the weight and compare it with the record. The De Muth system of checking

weights, which is in use at Toledo, is the best I ever saw and should prevent errors.

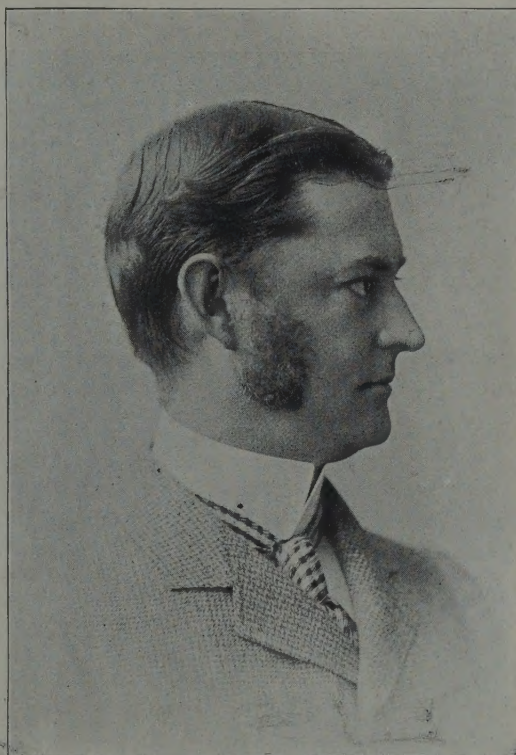
Mr. Culver: We will not have a man connected with our weighing or inspection departments who drinks on duty or gets drunk. Do not load corn in beer or fruit cars; cover the knot holes; close cars carefully, or you will surely have shortages. The Wabash has much corn along its line this year as the result of the leaking cars last year. Some of the Wabash cars have arrived in our market badly bulged and leaking. I had such grave fears some old cars of this line would fall to pieces that I instructed the switchman to handle them with care.

President Tanner announced that we will now have Secretary Tyler's crop report, after which L. Everingham will explain the virtues of the Farmer's Friend.

Secretary B. S. Tyler read a very comprehensive report on the corn crop of Illinois for 1897, from which we take the following:

SECRETARY TYLER'S CROP REPORT.

The reports received cover seventy corn producing counties of the state, and are given by competent judges, men being practical business men,



A. G. TYING JR., PEORIA, ILL., CHAIRMAN OF COMMITTEE ON ARRANGEMENTS.

and grain buyers. The report of many of the counties come from as high as thirty different parties in the same county, and these reports were averaged. The per cents shown are comparisons made of the crop of Illinois for 1896. The percentages in farmers' hands are arrived at and derived from the same source, and also the per cent. of merchantable corn is arrived at on the same basis. The final government crop report for Illinois for 1896 shows the corn crop to have been 284,572,764 bushels. Illinois produced in 1896 12.5 per cent. of the entire crop of corn of the United States. From reliable sources received from the six other great corn-producing states aside from Illinois, it is safe to figure that Illinois has this year produced fully 12.5 per cent. of the entire crop of the United States.

The percentage for each of the seventy counties is: Adams 75, Bureau 88, Brown 96, Bond 53, Carroll 100, Cass 99, Champaign 66, Christian 54, Clark 59, Clay 66.5, Coles 60, Crawford 50, Cumberland 37.5, De Witt 72.8, De Kalb 71, Douglas 63, Du Page 70, Edgar 51, Edwards 100, Effingham 57, Fayette 71, Ford 72, Fulton 71, Greene 70, Grundy 62, Hancock 66, Henderson 90, Henry 73, Iroquois 69, Jasper 50, Jo Daviess 75, Kane 70, Kankakee 67, Kendall 62.5, Knox 75, La Salle 67, Lee 71, Livingston 68.7, Logan 78, McDonough 70, Macoupin 70, McLean 74, Madison 70, Macon 68, Marshall 70, Marion 83, Mason 80, Menard 94, Mercer 72, Montgomery 53, Morgan 88, Moultrie 58, Ogle 60, Peoria 65, Piatt 74, Putnam 87.5, Pike 77, Rock Island 61, Sangamon 81, Schuyler 87, Scott 100, Shelby 67, Stark 77, Stephenson 60, Tazewell 72, Vermilion 55, Warren 68, Will 54, Whiteside 70, Woodford 76.

This shows a general average for the seventy counties of 70.83 per cent. of the crop of Illinois as compared with the crop of 1896. The remaining counties of the state from which we have not received detailed reports lie in the southern part of

the state, and I have sufficient reports from those counties to warrant me in saying the shrinkage is fully as great or greater in those counties than in the counties shown above. The crop for Illinois for 1896, as shown above, was 284,572,764 bushels. This shows the estimated crop of Illinois to be 201,562,888 for the year 1897.

The amount in farmers' hands in Illinois on Oct. 1, 1897, was 17 per cent. of the crop of 1896, or 48,377,370 bushels. The report shows that of the crop of 1897 there will be 77.6 per cent. merchantable corn. I find there will be a greater per cent. of light, chaffy corn than usual, owing to frosts in some localities and extremely hot and dry weather prevailing while the corn was maturing.

The government estimate of corn for Oct. 1, 1897, is, for Illinois, 203,024,000 bushels, and for the United States is 1,788,482,000 bushels.

L. Everingham, Chicago: I am not prepared to make an address. It gives me much pleasure to look into your faces. I should like to shake hands with every one of you, whether you ship us anything or not. The commission houses of Chicago are in full sympathy with your organization, but they also need your help. The Farmer's Friend has gone right by you and got much business which is a loss to the Chicago commission men. The railroads are also in sympathy with the regular grain dealers. They do not enjoy loaning cars to farmers. By accepting the track bids of the Chicago elevator man, you are driving the grain commission men to patronize the farmer and the scoop-shovel men. I know of one large receiver, whose business is so greatly reduced by the track bidding business, that in his despair he is seriously considering the advisability of going to the farmers for business. The commission men need your help; they must have it, or the elevator men will drive them out of the business.

President Tanner thought arbitration was the best way to settle the difficulty. He thought the two should get together and talk it over. He suggested that the Illinois Association take a hand and see if harmony between the commission men and the elevator companies could not be restored.

R. E. I. Smith, representing J. P. Smith & Co., Chicago: We do not represent an elevator company. Our business is practically confined to Illinois. J. P. Smith & Co. is a new firm. We are track buyers, and do a cash business. I have had some correspondence with the gentleman who charges us with bidding farmers. We try to confine our bids to regular dealers. We do not wish to do business with any but regular dealers, and make bids to no one we know to be a farmer. We have frequently refused to bid on grain until we learned whether applicants were farmers or not.

G. B. Ransom, Markham: I have been in business for 20 years. I was appointed by the dealers to investigate the case of J. P. Smith & Co., who have been sending bids to a person who is not a regular grain shipper. We have tried to induce them to stop sending bids to this person, who is not a regular grain dealer, but have not succeeded.

The meeting then adjourned to attend the banquet at Glen Oak Park. Street car tickets were distributed to the dealers, and they were soon on their way to the Park.

THE BANQUET.

The dealers to the number of 165 gathered in the large hall of the park pavilion and indulged in animated conversation while a string orchestra played all the late popular airs. When all had been provided with good appetites they were invited downstairs, where five long tables were loaded with choice viands. The sumptuous repast was all but too soon over, and with the lighting of the cigars the chairs were pushed back and the feasters were ready for speeches. Secretary Tyler introduced J. M. Quinn, President of the Board of Trade, who said:

I bid you welcome. I feel that your meeting here to-day with us will be of profit to you and to us. We will get better acquainted and have a better understanding. The Peoria Board of Trade has not taken an active part in the work of this association; it seems to have been confined to the other side of the river. I am glad to see you spreading out, and I trust that all dealers will join. I thank you for deciding to come here, and I hope it will be the means of enlarging your association. May it grow until every dealer of the state shall be in it.

S. S. Tanner of Minier responded to the toast,

The Peoria Board of Trade, and praised it for the intelligent work of its members in building the grain trade of the city. He kept the audience laughing with jokes and stories, as usual, and did not fail to score many telling points in behalf of the Association.

E. A. Curtis of Chicago was called for and said: Peoria certainly has done itself proud in the matter of this banquet, and deserves great credit for the pleasure it has brought to the faces I see about me.

W. A. Fraser of Galesburg, who was introduced as one of the new members from the western part of the state, was asked to give his impressions of the Illinois Grain Dealers' Association. He responded as follows: I am like the ten-year-old boy, who attended Sunday-school for the first time. The teacher asked him "Who made you?" He replied, "I don't know." "Why, you ought to know that; little Freddie Davis there knows, and he is only three years old." The boy replied: "Oh! well, he has not been made very long and has not had time to forget."

Mr. Fraser, heartily applauded, sat down and was followed by W. H. Bergin of Toledo, who said: It is certainly a great pleasure to meet with the Illinois dealers and I hope that I may have the pleasure of a repetition.

The dealers then retired to the upper hall, and after a time left the beautiful park on the hills and went back to the hotels thoroughly delighted with their entertainment.

WEDNESDAY MORNING.

President Tanner called the meeting to order, and asked for Mr. Baxter. He being absent, Chief Grain Inspector Noble of Chicago was called upon. He said:

I think it is well for persons in the same line of business to meet, exchange views and get acquainted. It is well for those who inspect and pass upon the quality of your grain to meet with you and explain rules and methods of inspecting grain. We aim to conduct our business impartially. Our books are open to all and you are free to inspect them at any time. I have endeavored to put the Chicago Inspection Department upon a business basis. I think we have the most efficient force of inspectors now the department has ever had. The discipline is the most rigorous the department has had in years. There is no business in the state of Illinois of equal magnitude which is run with so little friction or dissatisfaction to the patrons served. We will not employ a man in the Chicago Inspection Department who is addicted to the use of liquor to the extent of intoxication. We are not running a school for prohibition, but we are confident that no man who drinks to excess at night can fulfill his duties the next day. A man must have a clear mind and eye to pass upon the color, form and condition of grain.

The magnitude of the inspection business of Chicago is such that it would be foolishness for anyone to say no mistakes are made. All work is subject to revision by the Supervising Inspector and the Appeals Committee. The committee is made up of three of the best judges of grain on the floor of the Board. The few appeals from the grading of our inspectors shows a confidence in our inspectors or a lack of confidence in the Appeals Committee.

If shippers would remove the damaged ears from their corn before shelling it, especially those at the edge of the crib where it is subjected to the elements, much more of the corn would grade No. 2. The little damaged corn in the cars received greatly reduces the percentage of No. 2 Corn.

Our inspectors are not infallible, but we do try to retain only competent inspectors. Sometimes we find some are careless. We have an instance in hand now. Supervising Inspector Smillie and myself went out on the tracks here this morning to reinspect a car of rye which was shipped here from Chicago. It was graded No. 2 in Chicago, and the Peoria inspector reported car to contain No. 2 rye in the middle of the car and No. 4 rye at the ends. We found this morning that the report of the Peoria inspector was correct. The grading of the Chicago track inspector was due entirely to carelessness and he must make good the loss. That is once the shipper of plugged grain got ahead of the department, but let me assure you that pluggers do not often succeed in getting their grain graded the top grade of the car's contents.

After grain leaves our control we cannot get at it to reinspect it. If our Supervising Inspector has to change the grading of any inspector three or four times a week, the inspector will be removed as incompetent.

Mr. Noble was asked many questions regarding Chicago inspection, and replied to them satisfactorily.

William Smillie, Supervising Inspector of Chicago, was also called for and replied to many question. He said: There is no rule requiring reinspection within 24 hours, if at all. We drop

the word "new" from oats on August 15. We have no grade No. 2 Mediterranean Wheat.

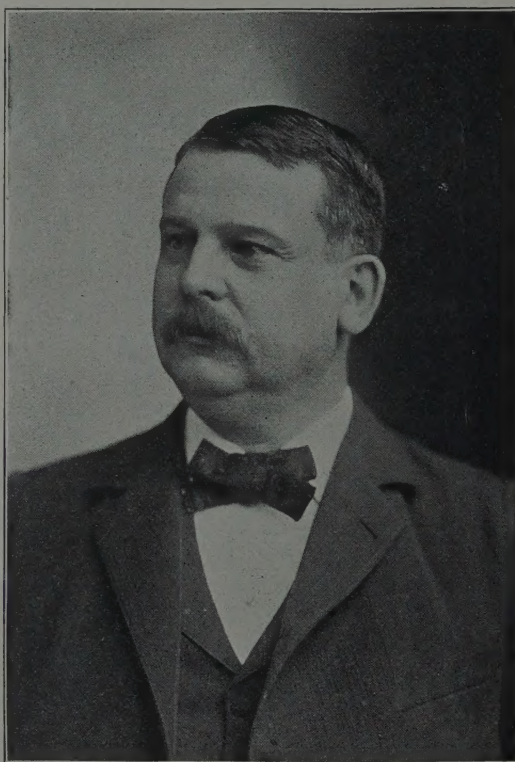
E. M. Wayne, Delavan: Would it not be a good idea to require the Chicago receivers to accept the grading of the department, or to have no recourse after 48 hours? The change in quality owing to the weather should not fall on the shipper, who is not responsible for the keeping of the grain in the cars.

Mr. Smillie: The Inspection Department has nothing to do with that.

F. F. Collins, Cincinnati: In our market the receivers must demand reinspection within 24 hours, if at all.

Mr. George J. Le Beau of the Chicago Board of Trade Weighing Department said:

Mr. President and Members of the Illinois Grain Dealers' Association, in response to your invitation I am here to explain the system of weighing and checking in Chicago, under supervision of the Board of Trade Weighmaster. Most of the grain arriving in Chicago is weighed in hopper scales, with capacities of from 500 to 1,200 bushels. At all railroad transfer yards, regular and private elevators and other industries where grain is weighed under supervision of Board of Trade Weighmaster, weighing is done by railroad or elevator weighmen in the



B. WARREN JR., PEORIA, ILL., MEMBER OF COMMITTEE ON ARRANGEMENTS.

presence of a deputy Board of Trade Weighmaster, each taking off beam and calling back after entry has been made. Our deputy after weighing entire setting of cars, makes out his reports and again checks with elevator record, in case of discrepancy the beam is once more examined to see which is correct. In this way I believe the possibilities of errors in weighing are reduced to a minimum.

Men of experience and ability are engaged to look after this work and their habits must be good, or they cannot retain their positions. There have been a few complaints of shortages, but I assure you they have not occurred through our neglect. We give the weighing of every car particular attention, and feel satisfied our work is well done. We are human and subject to errors, but our check system is so complete it would seem impossible for errors to pass unnoticed. Scales are kept in good order and frequently tested. A great many of these shortages may be accounted for, by cars being overloaded, thereby causing more or less loss by leaks; also by cars being exposed to thieves. Shippers should see that cars are properly boarded up and never overloaded. I find a number of cars coming to Chicago that are reported as actual weight at point of shipment, weighing considerably more upon arrival than shipper advised, which is evidence that errors have been made by shippers. Now, if errors are made in this way, why not in the other? Shippers should exercise more care in weighing grain and seeing that scales are in good order, and complaints of shortages would not be so frequent.

We have public weighmen in all but three of the public elevators. In regard to weighing in eastern transfer houses, we have scales in most of the houses which will weigh a car at a single draft.

We are at present weighing at almost all in-

dustries in Chicago, but there should be no exceptions; shippers should demand a Board of Trade certificate of weight on every car. Thanking you for your kind attention, I will now try and answer any complaints you may wish to dwell upon.

Mr. Baxter reported the average shortage of a number of cars shipped from the same stations to the different markets. Our scales are inspected once a year, at least, by the Fairbanks people. Our shortages on 18 cars to Chicago averaged .0084 per cent.; on six cars to Baltimore, .0089 per cent.; on six cars to Philadelphia, .0053 per cent.; on 13 cars to Decatur, .0032 per cent.; on 32 cars to Toledo, .0035 per cent.

Mr. Le Beau continued: Sometimes cars remain on the tracks in Chicago six to eight weeks before the grain is unloaded and we get a chance to weigh it. One of the Chicago railroad companies has put a man out in the yards to reseal the cars broken open during the night. Bulged doors and leaking over top cause many shortages. Every day our weighmen report leaking cars. We had the scales of every public elevator against which complaint was made reinspected in August, and put in condition, although we had the scales overhauled in April.

E. M. Wayne, Delavan: Do I understand that the Chicago railroad companies reseal every morning the cars broken open during the night for the purpose of having the weighman report the seals intact? Is it for the purpose of proving the shortage did not occur in the yards, but the grain was not put in car by the shipper? I wish to ask if any shipper here ever collected for a shortage in a shipment of grain?

P. Whaley, Cabery: We succeeded in getting paid for 30 sacks of timothy seed from the Illinois Central.

E. R. Ulrich Jr. of Springfield reported the following shortages in shipments from Nov. 1, 1896, to July 1, 1897. He said: The corn was weighed over our own hopper scales in almost all cases. Besides this, we shipped 145,385 bushels on our own weights, on which probably the shortage claims were not over 50 to 75 bushels all told. The average shortage is estimated on the basis of 500-bushel cars.

Destination.	Bought bushels.	Sold bushels.	Cars.	Shortage, bush.	Av. shortage per car, bush.
Philadelphia	151,270:09	151,116:05	302	154	1/2
Toledo	386,181:55	385,276:24	772	90	1 1/4
St. Louis	153,351:43	152,524:16	305	827	2 3/4
Portland, Me.	3,795:00	3,789:26	8	9	1 1/2
Decatur	95,979:00	95,521:00	191	458	2 3/4
Louisville, Ky.	195,251:50	195,943:54	390	308	3/4
Henderson, Ky.	19,700:00	19,686:14	30	64	1 3/4
New York	1,601:24	1,678:12	3		
Chicago	1,612:38	1,614:26	3		
Detroit	792:18	783:22	2	9	4 1/2
Cincinnati	2,142:48	2,130:20	4	12	3
Milwaukee	698:12	695:20	1	3	3
Baltimore	782:08	775:00	1	7	7
Peoria	2,683:52	2,678:32	5	5	1
Pekin	15,164:16	15,101:44	30	63	2 1/2
Total	1,031,008:47	1,028,215:02	2,056	2,824	1 1/4

Mr. Ulrich said farther that he sent A. W. Lloyd to Chicago on October 11, who reported as follows:

"Called on Mr. Foster, weighmaster at Chicago, and stated my case. Mr. Foster appeared interested and said he was willing to assist in any way possible. Called on Mr. Lloyd Smith, manager of the Chicago Elevator Co., and obtained permission to witness the weighing and to make any examinations or tests I might desire. Examined the scales, elevators, spouts, etc., through which grain passes in going from cars to grain bins. I found everything apparently in good order, with the exception of the scales at Indiana Elevator, which have the appearance of age, and are somewhat slow to act. I employed an expert of Howe Scale Co. to test the elevator scales (Fairbanks). He tested 10 of them, empty first, and then again after they were loaded. They were pronounced correct, but a little lazy." The weighing of grain at elevators is one of great responsibility. The man who operates the scale, standing as he does between the seller and buyer, occupies a position that calls for both accuracy and honesty. He stands for both parties, and on his decision and report the grain changes hands so far as the weights are concerned. When choosing a man to fill so important a position, great care and judgment should be exercised, and none but men of high character, both for accuracy and honesty, should be employed.

Mr. Lloyd weighed 24 cars, and there was a shortage of 7 pounds a car.

The Chicago weighing makes a very bad showing as compared with that of other markets. Grain

going to the seaboard (five times as far) shows an average shortage of one-half bushel per car. But when we strike Chicago, the average shortage is about ten times as great. The grain was all weighed in the same scales, and the cars were coopered by the same persons as those sent to the seaboard, and there is no reason why the shortages should be so heavy in Chicago when they are so small at markets more distant. The grain dealers of Illinois are sleeping on their rights when they sit idly by and allow so apparent an evil to stand unrebuked.

I do not claim to know or say where the difficulty is, but there is no question but that something is radically wrong and special efforts should be made to ferret it out and remedy it. Nothing but active, aggressive work will do any good.

E. H. Curry, Mason City: My weights at New Orleans are much better than at Chicago, although their weighing certificates state explicitly that receipts are docked 6 pounds on every 1,000 pounds. Is there any way of keeping account of the grain which is received and shipped, so as to determine whether there is a surplus in the Chicago elevators in excess of what their outstanding certificates call for?

Mr. Le Beau replied that there was not.

F. F. Collins, Cincinnati: I move that a committee of three be appointed to confer with the railroad companies as to the issuance of clean bills of lading for grain, and the keeping of a record of the seals on cars when received at the terminal elevators.

T. P. Baxter, Taylorville: We have a state law requiring the issuance of clean bills of lading. We need no committee.

J. W. Radford, Chicago: There is a string of grain along the lines leading to the terminal markets, and it is time the railroads were required to care for the grain entrusted to their care.

The motion of Mr. Collins was carried, and the President appointed Z. K. Wood, H. C. Hall and H. N. Knight.

Mr. Baxter denied that grain was strewn along the lines of the railroad companies.

B. S. Tyler, Decatur: Our committee might as well ask for a deed of 160 acres of land as to ask for a clean bill of lading. Our case should be referred to the Railroad and Warehouse Commissioners.

The convention then adjourned for dinner.

WEDNESDAY AFTERNOON.

Meeting called to order at 1:30 p. m. by President Tanner.

T. P. Baxter moved that the business of the Association be carried on to conclusion, even though it was necessary to forego the afternoon excursion. Carried.

Z. K. Woods presented the following amendment to the constitution for action at the next meeting:

To amend Article V, Section 1, of the constitution by striking out the words "the same place," and inserting the words "such places as the directors may from time to time elect."

F. F. Collins of Cincinnati moved that a committee of three be appointed to draft an amendment to Article IX so as to permit the filing of complaints against regular dealers as well as others.

The motion was carried, and the President appointed F. F. Collins, Cincinnati; H. E. Selby, Golden, and W. H. Suffern, Decatur, who immediately retired to draw up the proposed amendment.

T. P. Baxter read the following resolution:

Resolved, That this Association request the several railroad companies shipping grain to Illinois points to instruct their station agents, who issue bills of lading, that in cases where advanced charges are entered upon bills of lading, that such entries be made in a plain and conspicuous manner upon the blank spaces in body of bills of lading, so that both the shipper and receiver of the shipments may readily see and understand such entries.

Mr. Baxter's resolution was adopted.

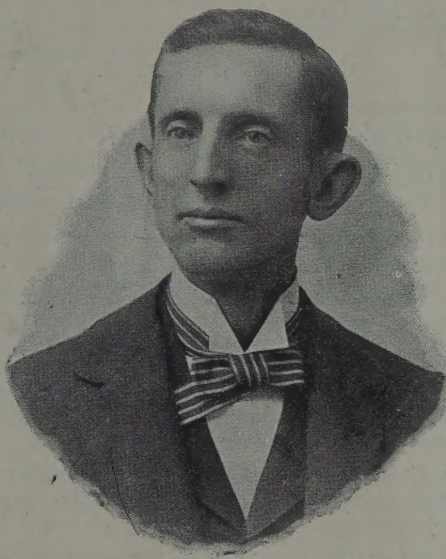
President Tanner, who had spent some time at Norfolk, Va., recently, said:

I was impressed by the need of better elevator facilities at that part, to accommodate its export grain business, and until there is a change shipments for export via Norfolk cannot receive the attention and care needed. It is advantageously located for export grain bound to Europe from South and Central Illinois, and I feel we can encourage and help to develop that route with profit. Railroad men say they have no cars to go there, because cars loaded with grain are detained so long.

I found that shipments were not carefully looked after. The port has only a 200,000-bushel elevator with no adequate facilities, while Newport News has a 1,500,000-bushel elevator. The Norfolk & Western Railroad and the Southern Railroad have admitted they are weak in grain handling facilities. The officials are willing to provide what the trade needs. They say that they will build an elevator at Norfolk and make it an object to Western shippers to send grain there. A resolution should be adopted here concerning Norfolk and its facilities. There is not a single grain export firm in either Norfolk or Newport News. If there were, no sales would be canceled. A good commission business could be done there. I think it would be to the interest of the grain dealer of the West to induce some grain man to locate there.

T. P. Baxter moved that the matter be referred to the Executive Committee. Carried.

Secretary Tyler read the names of the following firms who had applied for membership since September 7: William Young, La Harpe; J. W. Davidson, Champaign; J. A. Edwards & Co., Chicago; B. F. Williams, Sheffield; T. M. Stausbury, La Harpe; D. H. Kranshaw, Warsaw; C. C. Davis & Co., Laura; L. Lamoreaux, Gilman; J. C. Kingsbury & Co., Secor; Moore & Son, Brimfield; Richard Cox, Princeville; M. C. Garard & Bro., Evanston; D. M. Carson, Clarence, Ford County; W. A. Fraser, Galesburg; Z. W. Graff, Greenfield; George B. Ranson, Merritt; E. A. Ranson, Markham; Dungan & Son, Brimfield; M. M. Frederick, Clarence; Ingram & Ernst, Humboldt; C. S. Six & Co., Perry Springs; S. A. Hendel, Bushnell; M. L. & A. E. Selby, Golden; E. E. Sapps, Sciota; C. W. Carrolls, Blandensville;



CHAS. C. MILES, PEORIA, ILL., MEMBER OF COMMITTEE ON ARRANGEMENTS.

Fahnestock & McKinley, Sciota; Warren & Co., Peoria; J. E. Wiley, Elmwood; Clinch & Graham, Elmwood; West & Corbin, Yates City; Easton & Co., Peoria; C. H. Feltman, Peoria; Van Tassel & Bunn, Peoria; Buckley, Pursley & Co., Peoria; Day & Duffy, Monica; Kelly & Son, Galva; George Ashmore, Lovington; Moats & Reedy, Towanda; G. B. Dewey, Chicago; Collins & Co., Cincinnati, Ohio; W. H. Bergen, Toledo, Ohio; Henry S. Guthrie, Buffalo, N. Y.; Henry D. Waters, Buffalo, N. Y.

J. W. Radford moved that all the firms whose names had been read be admitted to membership, and the motion was carried.

President Tanner said that it would be considered the proper thing if a commission man, when trouble arose, would ask the pertinent question, "Is he a member of the Illinois Grain Dealers' Association?"

Secretary Tyler spoke of the scoop shovel man. A great many write me that scoop-shovel men are buying. I ask as a favor that in making such complaints members would give all particulars. Who is the man? What time grain was bought Where and to whom did he ship it, etc. I will treat all such letters confidential.

F. F. Collins, chairman of the Committee on Amendment to the Constitution read the following as a substitute for Art. IX, Sec. 1:

Sec. 1. Any member who has a grievance against any other member, railway company, consignee, commission merchant, track buyer, terminal elevator, or shipper, may call upon the Executive Committee stating all the facts he may have, and furnishing the necessary proofs, and they shall take the matter up as herein before provided.

J. W. Radford moved that the amendment be adopted, and the motion was carried.

W. H. Suffern spoke in favor of establishing a

Bureau of Claims for securing the settlement of overcharges, shortages. A great many claims do not go before the roads in proper shape, and so are neglected. I had a claim against the Western Union Telegraph Co. of \$18. Sued and got it. I asked why the company paid it, and was informed because I had sued, and 99 persons in 100 would not have done so, hence the company would have been so much ahead. If a claim was backed by this Association it would receive attention and be paid.

Secretary Tyler said: The suggestion is impractical. A claim department would drive B. S. Tyler out of the business. If all claims came to me it would take a long time to get the claims in shape. A great deal of clerical work would be necessary.

F. F. Collins: Claims could not be sued for, as the Illinois Grain Dealers' Association was not an incorporated body.

H. E. Selby: If a shipper does not know how to arrange a claim for presentation to a railroad company, he would not know how to do it for a Bureau of Claims.

T. P. Baxter read the following paper on Shall the Illinois Association Join the Proposed Federation and adopt the Constitution Drafted by W. H. Chambers?

SHALL THE ASSOCIATION JOIN THE PROPOSED FEDERATION?

The first part of my subject to consider will be: Shall we Federate, or Remain as Local and State Bodies? Are our local associations strong enough and numerous enough to do all the work we need to do to produce the proper mutual adhesion for permanent existence? If not, then we had better take steps to strengthen our state associations first, and later on, we would hope when our disposition and resources are ready to federate or unify the several bodies so as to produce a power great enough to foster and protect our interests and rights justly due us, and yet of a nature too great for us to meet with local associations only. I would suggest that we consider carefully our present condition before taking an advanced step; be sure we are right before we go ahead.

Those of us who have been members of the Illinois Association ever since a few level-headed grain men, headed by our much cherished friend, S. K. Marston, conceived the necessity of association and protection, about 15 years ago, cannot forget the many trials we have passed and the arduous labor we have had to perform to maintain the Association. It has lived, but has seen the valley of death several times, and on one memorable occasion we met and could only muster the baker's dozen—13 of us met in Springfield to hold an annual meeting, only 13 members of what was once a proud organization of several hundred. But we were not deterred, defeat we would not concede. We worked all night and at daybreak the patient was better.

We are here to-day well and hearty, with better prospects than ever before. Are we ready to undertake additional work? Are we strong enough to demand increased duties of our officers, and increased assessments of our members, by federation, hoping that our benefits may be carried farther and higher? 'Tis true there is work of great importance to every member, too far reaching to be undertaken by any state association. We need a national association badly; it is apparent to all who have studied the cause; but is our substructure, our combined state associations, solid enough to support anything additional? I fear not. I do not believe in taking any chances of weakening our state associations, by assuming any additional hazard. We had better have a good reliable state association well managed, serving our local purposes, and in a great measure giving us relief from interstate evils, than take chances of crippling it by endeavoring to do too much.

There is a National Grain Dealers' Association in existence; it was born Nov. 9, 1896, in the city of Chicago. It was organized on the mass plan. Its objects and aims were so apparently distinctive to the minds of its promoters, from the work being done by state associations, that no one present suggested the idea of union. A goodly number of the organizers were and are yet members of state or local organizations. Hear what the "Elevator and Grain Trade" has to say on the subject:

"Unfortunately for the trade the Grain Dealers' National Association has not received the hearty support that it is entitled to, and there seems to be a disposition on the part of a few benighted persons to decry its efforts to advance interests that are common to all grain dealers of the country. Prejudice, pique and lack of ability to perceive the scope of the Association and its opportunities to promote and protect the interests of dealers in national affairs have resulted in unfair criticism.

"The grain trade is one of the most important businesses of the land and any reasonable dealer who will give ten minutes' earnest thought to the

subject will maintain that it is folly for the trade to struggle along in the old rut without making a combined effort to obtain relief from the old burdens and to reform national customs or practices which work to the detriment of all dealers. The National was not organized to look after the interests that are common to a district or state, and in no way interferes with the work of state or local associations.

"On the other hand, the work which properly falls to the National cannot be taken up by the local or state associations. Although their members may be directly interested in the needed reform, it is unreasonable to expect them to bear the entire burden of securing it. The dealers of other states, other districts, are equally interested and should be given an opportunity to share in the burden.

"As there are but two or three strong local associations it is not practicable to organize a National Association on the delegate plan, as it would leave many districts without representation and deny many workers the privilege of contributing to the support of an organization. It would be far better for the National Association membership to be made up of firms, and the other organizations could affiliate with it for the purpose of helping to advance work of national importance. The affiliated associations would be given representation and be expected to contribute to the expenses of the National. It would be a mongrel plan of organization, still it would permit and encourage many to help support a national organization."

If a National Association cannot get support with a jurisdiction embracing all of the states offering an opportunity to every dealer in our broad land, why should we, so few in number, assume the burden and endanger the existence of our Association to help those who stand back and wait? Charity begins at home. "It is righteous to help those who will help themselves, but it is folly to help the indolent." The National Association, as it exists now, is on a basis similar to that of our State Association. It may have made mistakes, but they can be remedied. All associations have reverses, but with a will sufficient there is a way.

When the necessity becomes urgent enough the dealers will be equal to the emergency. We, who have the good fortune to belong to a well-organized State Association, can better do without a National Association than can those who have none, and do not avail themselves of the opportunity to join the National. Therefore, I say again that we cannot afford to endanger the usefulness and perpetuity of our State Association in order to foster the National Association.

The second part of my subject is, "Shall we adopt the constitution formulated by W. H. Chambers?"

There are two ways of forming a federation: First, the federal authorities may simply represent the local associations, and their acts be made binding on the associations, or their powers may be made broad enough to be binding on the individual members. This plan, however, contemplates the capacity of the federation to be fiduciary only. The other principle is that of the existing constitution of the United States. The federal Congress is a substantive part of the government of each state; within its powers it makes laws which are obeyed by every citizen; its own officers enforce its laws arbitrarily. This is the only principle to produce an effective federal government between state and national government. With this plan it becomes necessary to establish an umpire between the federal authorities and the state authorities, to define the rights and powers of each. This tribunal in our United States is our Supreme Court.

The constitution formulated by Mr. Chambers partakes largely of the latter plan, and contemplates a strong central power with arbitrary authority. If we adopt it, we would be compelled to establish an arbitration or umpire body to adjust matters of conflict between the state and national bodies. To my mind this plan would entail too much cost to the membership. We find it difficult to raise funds to maintain our State Association, not so much of late, I am glad to say, but it has taken persistent effort to get members to see that it is to their interest to contribute. But will they pay any increased assessment? Mr. Chambers' plan, no doubt, would be a good one if all the dealers of all the states were ready and willing, and I wish they were, to do the things which at this time should be done to foster and strengthen our business. Make association work our first duty and daily work, pay dues promptly and in any amounts necessary. We have difficulties to contend with; theories are nice, but not always practical. I hope we may be able to hit upon the best plan to meet conditions as they are. We are poor financially, and we must cut our cloth according to our pocketbook. Might it be possible for the local organizations to establish a national committee, each association to furnish a member or members according to membership? This committee could take the place temporarily until such time as we can see our way clear to form a federation.

E. S. Greenleaf moved that all action on the question be postponed until the next meeting, and it was carried.

Mr. Tyler read the following resolution:

Whereas, The Peoria Board of Trade has given the members of the Illinois Grain Dealers' Association a hearty welcome and royally entertained us by reception and banquet, therefore be it

Resolved, That we tender the members of the Peoria Board of Trade our warmest thanks, and assure them the reception was fully appreciated by each member, and that we shall ever remember our meeting in Peoria with the greatest pleasure.

The motion was received with applause, seconded by F. F. Collins, who enthusiastically praised the hospitality of the Peoria Board of Trade, and was carried by a vote that was emphatically unanimous.

The convention then adjourned to visit Peoria's new elevators.

EXCURSION TO THE GRAIN ELEVATORS.

As soon as the convention adjourned many of the members caught early trains home, but two carloads went to the Union Station, where a train was waiting to convey the dealers to the new grain elevators. The Iowa Elevator was thoroughly inspected from basement to top by many of the dealers, and then they were taken to the Burlington Elevator, where E. Lee Heidenreich, the engineer who had charge of its construction, took several photographs of the party. [We regret that the developers failed to get anything from the films exposed. Otherwise we would have presented several views of the party.] After a short stay at the Burlington Elevator the train returned to the depot and the excursionists dispersed.

CONVENTION NOTES.

How the Association does grow.

Where did Tyler lose his overcoat?

A. Fred. Brown of Boston, was not present.

The discussions were spirited and interesting.

The hospitality of the Peoria Board of Trade knew no bounds.

Two cases were presented to the Arbitration Committee for settlement.

The only elevator builder present was E. Lee Heidenreich of Chicago.

The Millers' National Insurance Co. of Chicago was represented by J. A. Shehan.

The "American Elevator and Grain Trade" was represented by Charles S. Clark and John E. Bacon.

The Association now has over 525 members, and is still growing. About 50 new members were admitted.

T. P. Baxter is authority for the statement that when corn has a woody smell, it indicates that it was raised on timber land.

Each dealer departed with a deep feeling of gratitude for the cordial welcome, and the magnificent entertainment furnished by the Peoria dealers.

Knight of Monticello was not the only one welcomed to the city, although many of the thousand streamers and banners bore the words "Welcome Knights."

Among the railroad men anxious to make friends with the grain dealers were R. A. Whitney, of the West Shore Line; L. I. Thurber, of the Red and White Lines, and C. L. Daly, of the Big Four Central States Fast Freight Line.

Among the Peoria dealers at the meeting were: P. B., C. C. and B. E. Miles, A. G. Tyng Jr., J. M. Quinn, B. Warren Jr., Frank Hall, W. T. Cornelison, L. H. Murray, E. F. and O. H. Unland, W. H. Mills, H. F. Velde, F. G. Olson, Geo. Breier, R. W. Van Tassell, C. E. Durst, W. F. Vogel, C. S. Easton, J. H. Bunn, R. C. Grier, Robert Grant, F. W. Arnold and C. H. Feltman.

Among the Chicago grain commission men present was L. Everingham, J. W. Radford, representing Pope & Lewis Co.; Arthur Sawers, representing the Calumet Grain & Elevator Co.; B. F. Traxler, representing Rosenbaum Brothers; J. A. Esler, representing Hill Bros. & Co.; E. A. Curtis, representing Barrett, Farnum & Co.; W. O. Mumford, Wallace Armstrong and W. H. Gray, representing W. R. Mumford & Co.; D. H. Winans, representing C. B.

Congdon & Co.; G. B. Dewey, representing Milmine, Bodman & Co.; J. M. Hunter, representing J. A. Edwards & Co., and Rupert E. I. Smith, representing James P. Smith & Co.

The Knights had the hotels and the grain dealers, that is some of them, had the private residences during the nights. Some slept on cots, others walked the streets. The Knights of Pythias had been there before and corralled the beds. One grain dealer had no kick coming, and that was Curtis, who had the housekeeper's room, the best in the house.

J. W. Radford, Chicago, said: Some people have an idea that Peoria's claim to greatness consists chiefly in the size of her distilleries, but the grain dealers who attended the banquet at the club house had ample evidence that for cleverness, hospitality and general good fellowship the members of the Peoria Board of Trade should be ranked first.

Mr. Culver of Toledo, in his talk, explained that during the heavy movement of corn one of the railroads furnished shippers with Anheuser-Busch cars, that as a result there was more or less complaint as to "leakage," and corn getting out of condition. A wag in the rear of the room remarked that "anything loaded with Anheuser-Busch would naturally get out of condition."

Among the grain commission men from points outside the state were F. F. Collins, of Collins & Co., Cincinnati, Ohio; Harry Hunter, representing the Redmond, Cleary Commission Company, St. Louis; W. H. Bergin, representing Southworth & Co., Toledo; R. B. Clark, of Thomas S. Clark & Sons, Baltimore; C. B. Congdon of Cleveland, and J. T. Gehring of Indianapolis, representing the Cleveland Grain Co.; James Parrott, representing the Brinson, Judd Grain Co., St. Louis, Mo.; A. C. Gale, of Gale Bros., Cincinnati, Ohio.

Among the regular dealers present were C. F. Austin, Tonica; A. W. Augspurger, Farmer City; R. B. Andrews, Washington; J. R. Aston, Emden. F. W. Allen, Forest; T. P. Baxter, Taylorville; Edwin Beggs, Ashland; Frank Bishopp and J. A. Bender, Sheldon; Mark Boatman, Paris; O. M. Best, Edinburg; Alfred H. Bell, Lostant; B. E. Ballet, Edinburg; Geo. Bell, Sidora; Charles Barrow, Elliott; J. C. Britt, Armington; R. E. Bailey and W. E. Bailey, Ulrich; D. M. Carson, Clarence; Geo. W. Cline, Abingdon; J. S. Cameron, Elliott; Thos. Costello, Maroa; A. R. Cline, Edelstein; E. D. Churchill Jr., Chenoa; R. F. Cummings, Clifton; W. D. Castle, Gridley; J. R. Carlisle, Downs; D. H. Currey, Mason City; N. B. Clandon and F. L. Churchill, Fairbury; F. M. Cutler, Carthage; Chas. H. Clark, Decatur; J. W. Crawl, Mossville; John Clinch, Elmwood; Richard Cox, Princeville; S. Crumbaugh, Le Roy; A. Drohan, Danvers; N. Davis, Decatur; H. Dierking, Secord; C. L. Dungan, Brimfield; C. C. Davis, Laura; E. E. Davis, Lake City; J. M. De Bolt, El Paso; W. C. Darnall, Bloomington; Chas. F. Friend, Sidora; W. A. Fraser, Galesburg; Geo. Fooks, Wagoner; S. Frederick, Clarence; E. S. Greenleaf, Jacksonville; J. H. Gunder, Decatur; B. Gulshen, Hersher; J. H. Gunder, Decatur; Z. W. Graff, Greenview; J. Gilmore, Gridley; J. F. Garard, Elvaston; C. L. Gray, Watseka; F. H. Goodrich, Minonk; L. T. Hutchins, Sheldon; F. I. Hubbard, Mason City; Wm. Hasenwinkle, Hudson; H. C. Hall, Paxton; E. E. Heipel, Washington; J. H. Hawes, Atlanta; Jas. Inkster, Hersher; Chas. B. Johnston, Washburn; Levi Johnston, Danvers; H. N. Knight, Monticello; E. M. Kirkpatrick, Chenoa; J. C. Kingsbury, Secor; D. H. Kraushaar, Warsaw; Emil Keller, Fairbury; Ed. Kelley, Galva; A. W. Lloyd and J. H. Lloyd, Springfield; L. Lamoreaux, Gilman; Peter McDermott, Crescent City; B. L. McFadden, Havana; S. H. Moore, Brinfield; Sam Mosiman, Morton; Wm. Maschell, Morton; J. A. Montelius, Piper City; E. S. McClure, Farmer City; J. M. Murry, Eureka; W. B. Newbegin, Blue Mound; E. F. Norton, Tallula; Geo. Nicholson, Henry; H. S. Nichols, Sadorus; F. W. Obermiller, Mt. Pulaski; F. M. Pratt, Decatur; J. E. Pool, Essex; H. J. Puterbaugh, Mackinaw; J. A. Pettit, Roberts; L. B. Probasco, Bloomington; Geo. B. Ranson, Merritt; W. S. Russell, Allentown; W. H. Reedy, Towanda; M. F. Reilly, Reddick; A. R. Scott, Bethany; John L. Smiley, Watseka; B. M. Stoddard, Minonk; H. E. Selby, Golden; A. W. Skin-

ner, Hudson; C. S. Six, Perry Springs; A. Seward, Williamsfield; W. H. Suffern, Decatur; C. W. Savage, Virginia; Geo. Seaton, Seaton; Frank Supple, Bloomington; J. W. Spellman, Lincoln; Eli Sharp, Congerville; F. E. Sharp, Deer Creek; S. S. Tanner, Minier; S. C. Taylor, Emmington; V. P. Turner, Pekin; B. F. Tucker, Morton; J. E. Tjardes, Saybrook; H. M. Taggart, Wenona; E. R. Ulrich Jr., Springfield; H. G. Unland, Delavan; P. Whaley, Cabery; Z. K. Wood, Mt. Pulaski; E. M. Wayne, Delavan; J. F. White, Champaign; E. L. Waggoner, Decatur; B. S. Williams, Sheffield; H. Wendel, Forest; J. P. Wren, Washington; C. Wyckoff, Arrow-smith; Charles Wiemer, Emden; William Young, La Harpe.

MEETING OF GRAIN DEALERS AT ST. JOSEPH, MO.

The grain dealers of the Kansas and the Southwestern Iowa and Northwestern Missouri associations met in the Commercial Club rooms of the Board of Trade at St. Joseph, Mo., Oct. 26, 1897. President Hieatt, of the Kansas Association, called the meeting to order. D. Hunter of Hamburg, Iowa, was elected president, and G. A. Stibbens of Coburg, Iowa, secretary.

President A. P. Clayton, of the Commercial Club, welcomed the visitors to the city, on behalf of that organization, and kindly extended the privileges of the club to all.

President Hunter briefly stated the objects of the meeting; the chief object being to effect a federation of the Kansas, Nebraska, Iowa and Missouri associations, for the upbuilding of the National Association.

E. J. Smiley of Dunavant, secretary of the Kansas Association, explained the object of the meeting by relating the work of the committee appointed at a meeting of the National Association held in Des Moines, Iowa, June 29 and 30 last. The constitution and by-laws of the National Association were read by the Secretary.

Mr. Joshua Motter, of the firm of Tootle, Wheeler & Motter, was introduced and welcomed the delegates to the city in an eloquent address. Mr. John Donovan Jr., president of the Stock Yards, was the next speaker. He congratulated the delegates on meeting in St. Joseph, and stated that through the kindness of General Manager W. T. Van Brunt, the electric railway cars were waiting at the door to convey the delegates to the Union station, where a special train, furnished by Superintendent A. P. Hall of the St. Joseph Terminal Railway Company, would carry them to South St. Joseph to inspect the Stock Yards. The convention immediately adjourned to accept Mr. Donovan's kind invitation. After viewing the Stock Yards and the buildings under construction, the delegates returned to the Commercial Club rooms, feeling that they had been well repaid for their trip.

President Hunter immediately called the convention to order, and the following resolution was read and unanimously adopted:

Resolved, That we tender our sincere thanks and appreciation to Mr. A. P. Hall, for his kindness in furnishing us a special train to the Stock Yards, and to Mr. W. T. Van Brunt for courtesies in furnishing cars to the Union depot.

Mr. L. Cortellyou of Muscotah, Kans., made a brief address, thanking the citizens of St. Joseph for their kindness, and made a motion to tender a vote of thanks for the courtesies shown the delegates, which was carried unanimously.

N. B. Hieatt and J. W. Gwynn both spoke in favor of federation. E. J. Smiley gave a brief account of the work the Grain Dealers' National Association had done.

Through the kindness of Mr. James Parrott of St. Louis, Mo., the Secretary was furnished with a copy of the paper read by Theo. P. Baxter of Taylorville, Ill., at the Peoria, Ill., meeting, entitled: "Shall our Association join the Federation and adopt the constitution formulated by W. H. Chambers?" Mr. Bird of Kansas City spoke in favor of federation.

Mr. L. Cortellyou moved that the chair appoint a committee to formulate some plan for federation,

which was carried, and the President appointed on the committee to formulate a plan for federation the following persons: E. J. Smiley, D. Hunter, L. Cortellyou, G. A. Stibbens, and F. S. Brownfield. The convention then adjourned to meet at 8 o'clock p. m.

The convention was again called to order at 8 o'clock, and the committee appointed to formulate a plan for federation with the Grain Dealers' National Association reported that it considered it impossible to keep up the National Association, but that it was the sense of the committee that a federation of all the associations west of the Mississippi River should be formed, and that a committee consisting of three members from the Kansas Association, three from the Nebraska Association, three from the Oklahoma Association, and three from the Iowa and Missouri association be appointed by the presidents of the different associations to formulate or outline a plan for federation.

On motion, it was voted to accept the committee's report, and proceed to form a Western Association, including Iowa, Missouri, Nebraska, Kansas and Oklahoma. On motion, it was voted to send E. J. Smiley to Lincoln, Nebr., to attend a meeting of the Nebraska Association, October 28-29, and to arrange with the Nebraska Association to go into the Federation. The Secretary was instructed to furnish Mr. Smiley with a copy of the proceedings of the St. Joseph meeting.

Messrs. Bird, Harroun, and Gregg spoke in regard to Kansas City weights.

On motion, it was voted to hold the next federation meeting at St. Joseph, Mo. It was voted that the Illinois Association be invited to send delegates to attend the next federation meeting. Moved and carried that the convention tender a vote of thanks to the President and officers of the St. Joseph Commercial Club. Moved and carried that the Secretary send a copy of the proceedings to the "American Elevator and Grain Trade," Chicago, and also to the president of the Commercial Club, St. Joseph. The convention then adjourned.

Among those present were: Harry Hunter, E. L. Wagoner, James Parrott, Ashby Woodson, R. Forrester and W. K. Ewing, St. Louis, Mo.; J. P. Cummings, Sabetha, Kans.; J. R. Glenn, Robinson, Kans.; R. O. Pixlee, Osborn, Mo.; G. H. Currier, Prescott, Iowa; M. G. Heald, Lancaster, Kans.; N. B. Hieatt, Willis, Kans.; S. M. Bird, Kansas City, Mo.; Edg. Johnson, Everest, Kans.; J. H. Carlin and A. H. Brewster, Atchison, Kans.; L. Cortellyou, Muscotah, Kans.; J. H. Cavanaugh, Effingham, Kans.; R. B. Gibbs, Morrill, Kans.; W. H. Sharp, Muscotah, Kans.; F. M. McBride and D. Hunter, Hamburg, Iowa; F. S. Brownfield, Craig, Mo.; A. J. Denton, Leavenworth, Kans.; G. A. Stibbens, Coburg, Iowa; W. O. Sturgeon, Valley Falls, Kans.; J. Janson, Leona, Kans.; F. A. Gritzner, Lincoln, Nebr.; E. J. Smiley, Dunavant, Kans.; J. W. Gwynn, Imogene, Iowa.

G. A. STIBBENS, Secy.

INSPECTION CHARGES AT BALTIMORE.

Chief Inspector Chas. McDonald Jr., informs us that, by authority of the Board of Directors of the Baltimore Chamber of Commerce, the following rates will be charged for inspection of grain at the port of Baltimore on and after Nov. 1, 1897:

At elevators, inward, from cars, 40 cents per 1,000 bushels.

At elevators, outward, to cars, 15 cents per car.

At elevators, outward, to vessels, 20 cents per 1,000 bushels.

At elevators, mixing, 20 cents per 1,000 bushels.

At elevators, or elsewhere, afloat, whether sold by grade or not, 25 cents per 1,000 bushels.

At Jail Yard or Mt. Clare, 25 cents per car.

Hay or straw, 50 cents per car.

Sampling export elevators, 10 cents per car.

Some two hundred leading farmers in Alabama have pledged themselves to sow from 5 to 20 bushels of wheat this fall in the hope of making the state self-supporting in point of white bread.

QUERIES: AND: REPLIES

[Questions and answers are inserted under this head free of charge, and all are invited to avail themselves of this column.]

No. 6. What Is Process of Bleaching?

I would like to have someone give me all the information possible as to the process of bleaching or treating oats by fumigating them with sulphur forced upon them by steam. Would like to know by whom and when first used, and where it has been used, and whether it was legislated against in Illinois and when.—O. T. CLEANER. [See illustrated notice of patent in this issue, covering device called a "Grain Purifier and Drier," intended for this purpose. Illinois has a law prohibiting the bleaching of grain. An elevator which burned in Chicago some time ago is said to have been equipped with an oat bleaching plant wherein sulphur was used.]

MEETING OF NEBRASKA GRAIN BUYERS.

The regular annual meeting of the Nebraska Grain Buyers' Association was held in Lincoln, November 10, and was well attended by dealers from various sections of the state.

W. H. Chambers of Omaha, former Secretary of the National Association, presided. J. E. Utt, the Secretary, being unable to be present at the opening of the meeting, F. P. Neal was chosen temporary secretary.

Mr. Chambers addressed the meeting at length regarding the work in hand, the necessity of strengthening the organization and the benefits to be derived from coöperation of all members. On account of his connection with other state associations and the National Association, his ideas and suggestions were very carefully considered by those present.

F. P. Neal then reported on the result of his recent visits in behalf of the Governing Committee to the dealers throughout the state, after which a general discussion and interchange of ideas was engaged in, which brought out the fact that nearly all those present felt that the organization had accomplished much good, that it should be strengthened and continued and various suggestions were made regarding future work.

Mr. E. J. Smiley, Secretary of the Kansas Grain Dealers' Association, spoke of the results of their organization and presented a plan of federating the various associations west of the Mississippi river.

Mr. Beal of Kansas City spoke of the feeling that existed in Kansas City grain circles regarding the Nebraska order.

After considering matters of interest and further discussion of the issues presented, the election of officers was taken up.

Mr. G. W. Wirt of York, Nebr., was elected president; F. P. Neal of Lincoln, secretary, and J. M. Sewell of Hastings, treasurer.

Article 4 of the constitution providing for a Governing Committee was changed making it consist of three members beside the President and Secretary. R. D. Lamson, P. S. Heacock and M. E. Duff were named as members of this committee.

Mr. J. E. Utt reviewed the year's work. A committee was appointed to meet a like committee from the Kansas Association at St. Joseph, Mo., to consider the question of a general Western Association.

There were several Kansas City and St. Louis grain firms represented at the meeting, and the sentiment was such as to lead to the conclusion that the Association is on a basis to go ahead and increase in numbers and work.

FRANK P. NEAL, Secy.

Lincoln, Nebr.

If elevator men would insist upon having their elevator legs placed upon a separate foundation and built independent of the bins, fewer fires would occur in elevators. The uneven settling of an elevator due to the loading and unloading of bins in different parts of it often throws the shafting out of alignment and causes hot boxes and fires.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

ANTEDATED THE SEELEY PATENT.
Editor American Elevator and Grain Trade:—It has been so long since I did anything in the dump business, that I have almost forgotten what I knew about them. It seems to me, however, that the Swickard dump had a dividing board in the sink so grain could be diverted to one or more bins. In fact, if this was not the case, there would had to have been a dump for each kind of grain, which would have been rather expensive for a small house.
AN EX-DUMPMAKER.

NEW ORLEANS FIRMS CONSOLIDATE.
Editor American Elevator and Grain Trade:—On November 1 the hay and grain commission firm of Joseph V. Ferguson & Co. expired by limitation, and Mr. Ferguson immediately entered into partnership with Mr. Theo. McGinnis, who has been conducting a similar business at 524 Poydras Street. The style of the new firm is Ferguson & McGinnis. With its enlarged capacity and facilities for handling hay, grain and feedstuffs, the new firm will doubtless do an active business in the Crescent City.
G. S. FRANKLIN.
New Orleans, La.

CHANGES IN LIST OF REGULAR DEALERS.
Editor American Elevator and Grain Trade:—Please publish the following changes in the list of regular grain dealers of Illinois compiled by the Illinois Grain Dealers' Association:
Vaniman & Son have withdrawn from the grain business at Virden, Ill., and are succeeded by the Bronaugh Elevator Co.
The firm of Veech Bros. & Holcomb at Oakley, Ill., has been changed to that of C. Holcomb & Co.
R. O. Penniwell has withdrawn from the grain business at Del Rey, Ill., and is succeeded by H. R. Banforth.
E. E. Davis has purchased the Suffern, Hunt & Co. plant at Lake City, Ill., and is now engaged in business at that point.
Yours truly, B. S. TYLER, Secy.
Decatur, Ill.

A BUSHEL OF CORN IN INDIANA.
Editor American Elevator and Grain Trade:—Below is a copy of the new corn law as adopted February 11, 1897, under "An Act to amend Section One of an Act entitled 'An Act for the regulation of weights and measures, approved March 9, 1895.'"
"Section 1. Of corn in the ear, 70 pounds, until the first of December next after it is grown, and after that date 68 pounds.
"Sec. 2. Whoever, when buying or selling by weight, buys or sells any of the foregoing articles or commodities enumerated in Section 1 of this act, at any other than the measure therein prescribed and fixed, shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be fined not more than \$25 nor less than \$1.
"Sec. 3. Whereas, an emergency exists for the immediate taking effect of this Act, the same shall be in force from and after its passage."
Yours truly, A. E. HARTLEY.
Goodland, Ind.

CHICAGO OATS INSPECTION TOO RIGID.
Editor American Elevator and Grain Trade:—It seems to us that the inspections on oats to Chicago are much too rigid. Out of 74 cars of oats on which we have received inspections, 26 of them inspected in Decatur (state inspection) graded No. 3 white and No. 3 mixed, without any exceptions. Of those sent to Chicago 33 graded No. 3 white; 14 graded No. 4 white; 18 graded No. 3 mixed; 9 graded No. 4 mixed.
These oats were all of the same class as what went to Decatur, and the Decatur oats all graded No. 3 and No. 3 white, whereas 23 out of 48 cars to Chicago graded No. 4 and No. 4 white. We shipped much poorer oats to Chicago the previous winter and spring and they graded No. 3 mixed and No. 3

white right along. We do not think Chicago inspectors are doing the shippers justice on oats this season.
Yours very truly,
E. R. ULRICH & SON.
Springfield, Ill.

SHORTAGES AT CHICAGO.
Editor American Elevator and Grain Trade:—We have received a printed copy of a letter written to the trade and signed by Thos. H. Foster, Board of Trade weighmaster at Chicago, in which he gives some very good ideas on fixing up leaky cars and making grain doors secure by extra cleats, etc., which is all very well, but the fact remains that our cars continue to run short—numbers of them from 5 to 22 bushels, and sometimes more per car, making the average shortage about five times as much on grain going to Chicago as to Eastern markets—Philadelphia, for instance, on which the haul is about five times as far. The roustabouts at a country elevator generally don't know whether the cars they are repairing and the corn they are loading are going to Chicago, Toledo, Philadelphia, New York or where, and if they did they would not make any difference in their manner of cooping the cars.
The chief inspector claims that cars are tampered with while held on the side tracks in Chicago. If this is the case, why is it that our cars which are held there on side tracks but a few hours are just as much short as those that have been on the side tracks for weeks? The assistant weighmaster, Mr. Le Bau claimed, in his address at Peoria, that our country scales were not correct. Our country grain is weighed at ten to thirty different country points, and during the same period that we were getting an average shortage at Chicago of about 8 bushels per 1,000 bushels, at Philadelphia, Toledo, Decatur, etc., from July 1, 1897, to Oct. 16, 1897, the average shortage was 100 pounds per 1,000 bushels, or 1 bushel 44 pounds per 1,000 bushels. If our scales were wrong on shipments to Chicago, why were they not wrong in shipments to the eastern markets as well?

Ask Mr. Theo. P. Baxter of Taylorville, Ill., and the grain trade generally how their weights are turning out at Chicago, and they can give you a very similar set of figures. Neither Mr. Baxter nor myself knew anything about the other's figures before making them public at the Peoria convention. Are Mr. Baxter's scales all wrong when he ships to Chicago, and all right when he ships to Philadelphia and Toledo and Decatur? Also are his cars all improperly cooped when he ships to Chicago, and properly cooped when he ships to Philadelphia, Toledo and Decatur?

On October 11 our Mr. A. W. Lloyd watched 24 cars, about 16,500 bushels of corn belonging to ourselves, weighed in the Indiana Elevator at Chicago, after having the 10 scales tested by an expert in the employ of Borden, Sellick & Co. The total shortage on the 24 cars was 250 pounds, or a shortage of about 15 pounds per car of a thousand bushels. Since Mr. Lloyd's trip up to October 25 we had the following cars weighed at Chicago:

Point of shipment and destination.	Pounds shipped.	Bus. shipped.	Bus. re-ported.	Bus. short
Island Grove, D. L. W.	21,105	848	831 14	16 42
Island Grove, D. L. W.	20,043	744	729 36	14 20
Island Grove, D. L. W.	20,729	768	755 20	12 36
Island Grove, D. L. W.	11,404	753	741 04	11 52
Athens, C. P. & St. L.	4,139	1,087	1,065	22
Berlin, Wabash.....	10,990	605	597 18	7 38
Berlin, Wabash.....	62,149	1,098	1,088 12	9 44
Berlin, Wabash.....	1,031	721	719 16	1 40
Curran, B. L.....	12,020	678	670	8
Lanesville, Wabash....	10,960	760	751 24	8 32
Island Grove, C. R....	2,688	847	841 14	5 42
Island Grove, Wabash.	4,809	803	788 52	14 04
Island Grove, E. R....	13,070	608	601 44	6 12
Island Grove, L. S. & M. S.	1,444	1,088	1,080 20	7 36
Pawnee, Wabash.....	2,507	600	600 20	
Pawnee, Wabash.....	15,005	785	784 36	
Berlin, Wabash.....	60,620	1,061	1,057 18	3 38
Berlin, Wabash.....	60,973	1,104	1,086 04	17 52
Berlin, Wabash.....	15,245	592	588 42	3 14
Berlin, Wabash.....	7,695	714	709 06	4 50
Berlin, Wabash.....	61,359	1,091	1,091 44	
Island Grove, D. L. W.	32,366	973 42	963 22	10 20
Island Grove, D. L. W.	6,368	770	754 26	15 30
Illioopolis, D. L. W....	10,711	897	896 44	12
Total (24 cars).....		19,995 42	19,793 32	203 18

This shows a total shortage of 203 bushels and 18 pounds on 19,995 bushels, or 10 bushels per

1,000 bushels, on the corn shipped from seven of our different stations. Why should the cooping be so much poorer on the 24 cars weighed after our representative was on hand than the cooping on the 24 cars weighed while he was on hand? In one case the shortage being 15 pounds per 1,000 bushels, and in the other cars 560 pounds per 1,000 bushels; or thirty-seven times as much shortage during our representative's absence as there was during his presence on an equal number of cars? In this connection I would also state that the cars weighed before he was present were running as uniformly short as they were after he was there.

This is the case in detail. Shippers may draw their own conclusions. We have already drawn ours.
Yours truly, E. R. ULRICH JR.
Springfield, Ill.

KANSAS GRADES AND INSPECTION.
Editor American Elevator and Grain Trade:—I enclose a copy of the revised rules and regulations adopted by the Kansas Grain Inspection Department and in force on and after September 8, 1897. There was but little change made. The principal change, and the one which caused the most criticism, is the 58-pound test as a minimum for No. 2 hard, it formerly being 59 pounds for the minimum, and making a No. 1 grade 60 pounds minimum test. There has been no objection to the latter change, although it largely prohibits a mixer buying 60-pound to 64-pound wheat at a No. 2 price, and giving him the opportunity of "grading up" his lighter weight wheat. The grade No. 1 was not established for this purpose, however, but solely that the raiser of 60-pound to 64-pound wheat, if the other qualities were right, might have his wheat placed in the proper class or grade. As 60 pounds is the legal weight of a measured Winchester bushel, the minimum test weight for No. 1, if a test is to be taken at all, should be 60 pounds. There are other reasons for establishing a No. 1 hard grade, which I will not give here since there seems to be general satisfaction with it.

In reducing the minimum test weight of No. 2 wheat to 58 pounds, I want it borne in mind that the quality of No. 2 hard wheat is not reduced. Any one who has handled Kansas hard wheat knows that 58-pound wheat, every crop, so far as the test weight is concerned, is a good milling wheat, and much sought after by the hard wheat mills. And the reduction to 58 pounds was not made that the grade might fit the wheat of this particular crop, for we do not believe in this. We believe that there should be a standard for No. 2 wheat that must not be changed in order to let a poor crop be graded No. 2, but, regardless of the difference in crops, the wheat must be graded according to the quality thereof, and the same standard for No. 2 maintained year after year. But first we must commence on the right basis, by having a No. 1 grade with the proper minimum test and a proper test weight for the minimum on No. 2 and No. 3.

Now for the reason for the change. All seem to admit that No. 1 should be 60 pounds (right here I wish to state that I am going on the theory that there must be a certain test weight for the minimum of different grades). Now, if 60 pounds be the minimum for No. 1, the next lower grade, or No. 2, should be at least 2 pounds below. One pound is not enough difference, and 3 pounds is too much difference, as it would bring the minimum test to 57 pounds, which is too low for No. 2 of any variety of wheat. Again we must remember that all or nearly all wheat at last comes to the miller, and as he is the court of last resort, he should be considered the judge. The miller looks at the wheat, and, if all qualities suit him, he buys it for his mill. If musty, smutty, stack burnt, weevilly, or in any way out of condition, he refuses it, although it may test 58 pounds to 64 pounds, in other words, the miller buying for his mill inquires the test weight the very last, indeed, he may not speak of it at all.
It is true the millers are buying by test weight, but it is when they cannot see the wheat they buy, and all must admit that a miller will not hesitate to buy if the wheat only weighs 58 pounds, if other qualities are to his taste. In fact there is no market

in this country that requires No. 2 hard wheat to test 59 pounds, save those of Missouri, Galveston and New Orleans, and in these the miller does not ask it. Only the mixing or exporting trade asks it, and the buyer on the other side buys by sample guaranteed; if the samples are 62 pounds, the contract must be filled with 62 pounds, if only 57 pounds, with 57 pounds, etc.

The only valid reason given, by those most directly interested in Kansas grades, the Kansas City elevators, was, that to change the grade at the time of large receipts and large shipments would disturb trade and tend to incite litigation, since many contracts were already made for 59-pound No. 2 hard wheat. This, on first thought, seemed most reasonable, but the fact still remained that ever since Kansas has had a law on the subject at all, September 1 was set for the revising of grades every year, and it has been frequently done at that time. Since this revision was required by law, we did not think it criminal to accede to the law's demands, and could not help ourselves if we did. As to being in the way of filling a contract for 59-pound No. 2 hard wheat, that was bordering on the absurd, for I assure you it was not the intention of this department to aid or abet fraud in the least. If a Kansas City elevator had a contract to fill, requiring 59 pounds for No. 2 hard, and if it tested only 58 pounds we would write on certificate "No. 2 hard, 58 pounds," thus making litigation impossible, or only as the act of foolhardiness. Grain already in store was not to be disturbed, for there is a rule providing for the proper grading of that.

One prominent elevator man said to me, "we do not want you to change the grade, because we want to be honest and fill our contracts with 59-pound No. 2 wheat." I answered him, "if you have a contract requiring a 59-pound No. 2 wheat to fill, you better fill it with 59-pound No. 2, for I assure you I will not help you out, and if you load out 59-pound wheat, your certificate will be for 59 pounds, and if you load out 58 pounds, your certificate of inspection will be for 58 pounds." I heard no more of that kind of reasoning, and now after several weeks of trial we are fully supported in our action by the results. All the objections have been met and answered for us, by facts occurring every day; all going along smoothly, and I think profitably, and no one is hurt. If there is any virtue in grades the Kansas shipper and raiser is benefited.

Since no one could be harmed, was it not our duty to right a wrong that had been committed years ago? The minimum test weight for No. 2 Kansas hard was originally 58 pounds, and was changed at the dictation of a single elevator firm in Kansas City. No questions were asked, so I am informed, of the shipper or raiser, in fact no intimation of a change was made until the committee met, and with the results as stated. This brings me to the most important reason for the change. A wrong had been done the shipper and farmer of Kansas. To right this was not only my duty, but my inclination. I say inclination because ever since our rights and interests had been so grossly violated, there rankled in my breast a feeling that we, the raiser and shipper of practically all the Kansas hard winter wheat on the market, had been imposed upon, and that, too, by a party who was a foreigner to Kansas interests and actuated solely by selfishness, and I said then, should I ever have the opportunity I would right that wrong as quickly as possible. Finally the opportunity came, the power was given me by law, and history relates that I have kept my word. Never for a moment have I doubted the wisdom of such action, nor have I wavered in the determination to maintain it, and never for a moment have I doubted the injustice and absurdity of the former action.

Consider this, a farmer in Nebraska, Dakota, or any other spring wheat state can raise his wheat and place it on the market and be required to stand no test at all so far as No. 2 is concerned. Indeed, in the Kansas City market, spring wheat need not test over 56 pounds (the test weight being required on all wheat here) to grade No. 2, but a Kansas farmer is required to raise a wheat that must at least test

59 pounds to grade No. 2. Now Kansas farmers, millers, and grain dealers have boasted of the merits of what is known on the market as Kansas hard winter wheat, and the moment that they admit that it requires a 3-pound heavier test weight for the same grade they are discounting their own wheat and giving the lie to their boasting. We raise the wheat, handle and prepare it for the market, and then submit to an arbitrary requirement which is not mentioned or thought of in connection with the grading of any other wheat in any prominent market. Is not this discriminating against our own chief product, if we allow it to continue?

In speaking of the change from 58 pounds test to 59 pounds test of several years ago, one prominent member of the Kansas City Board of Trade said, "it was an outrage, and you have submitted to it long enough." Another said, "you were a lot of chumps for allowing it so long." And I believe now the very best has been done for all interested in the trade. I have not heard of a single instance where anyone has lost a penny by the change to the present rule, and I have evidence all around me from every quarter that much good has been done. In fact, the dealers in the Exchange building took kindly to the change and quickly adjusted their methods to the new rule, with the exception of eight or ten firms, who made more noise than anything else. Of the more than 25,000 cars that have been inspected since the new rule went into effect, I have not heard even of one instance in which our grading was refused, or a sale canceled because of the new grades; in fact, I know of cases wherein the new rules were the means of facilitating trade, and this is just the result hoped for.

The question, if the 58-pound No. 2 wheat would be of any more value than 58-pound No. 3, was an open one, and may still be in the minds of some. We never argued that it would (although instances have been brought to our notice which prove that it has); we simply argued that if there was any benefit in grades at all, we wanted the raiser of Kansas hard wheat to be placed in the line of benefits, and not to be hampered by a rule of our own making. Nobody will be so foolish as to argue seriously that it would cause 58-pound No. 2 to be valued less than 58-pound No. 3. So the risk was absolutely nothing, while the hope of gain was considerable.

Having arrived at the proper basis, and removed some of the glaring inconsistencies which we have allowed to exist too long already, it is our purpose to stand by the new rules, exacting from the shipper of "virgin" wheat and of "elevator" wheat all the qualities necessary to fill the requirements of the different grades, especially of Nos. 1, 2 and 3, so that the miller, when he buys wheat, basing his purchase on a Kansas inspection, may be confident the grade he bought will be delivered.

The custom of sending wheat out on a private inspection (after it has been "set back" by this department) I hope soon to break up entirely, and I will say that I now have the assurance of the Kansas City Board of Trade that it will aid me officially in this, to the entire limit of its power. But this cannot be done in a day. Old ruts will have to be filled; old customs will have to be made valueless, reforms in the Kansas City grain trade will have to be brought about.

After having accomplished this (to the highest measure possible), we then will ask other inspection departments or boards of trade to recognize our grades with the same recognition we give them, looking to the harmony of grading grain throughout the United States. Indeed, I have a thought that could we have an interstate or inter-commercial congress in which there might be prepared a universal set of rules and regulations governing the grading and weighing of grain at every market in the United States, if nothing further was done than to recommend such rules to the different Boards of Trade, much good would be done. Or what would be still better would be a federal law, creating a Federal Grain Inspection and Weighing Department. This would not in the least interfere with the work of the different boards of trade, but would rather facilitate than retard the trade gen-

erally. This would meet with the universal approbation of the shippers of the United States, I am sure. And I not only hope to see such a law in the near future, but expect it.

I wish that there might be an agitation along this line that the pros and cons might be brought out. I wish the "American Elevator and Grain Trade" would take this up, believing that if it would go at the matter with its usual vim in all that pertains to the welfare of the grain trade, there would be something done that would remove some, at least, of the risks that the shipper is compelled to take now.

Very respectfully, W. W. CULVER,
Kansas City, Kans. Chief Inspector.

FARMER'S ELEVATOR COMPANIES IN THE NORTHWEST.

Editor American Elevator and Grain Trade:—In the Northwest the farmers' cooperative elevator companies have not been uniformly successful; in fact, they have been quite the contrary. In spite of the expensive experiences of their brethren the wheat growers at different stations seem to think they can make a good profit in the grain business, and one of their number who is out of a job is generally placed in charge of the business. Of course, it does not matter that he knows nothing about the business; it looks easy, hence success is assured. The results do not bear out the farmers' belief. In fact, many more of the farmers' elevator companies fail than succeed.

As a sample of how some of the growers who go into the shipping business succeed, I clip the following from a paper published at Redwood Falls, Minn.:

"And now the directors of the Madelia Farmers' Warehouse Company, to a man, have been indicted by the Wantonwan County grand jury, charged with grand larceny, the removing of some 4,000 bushels of wheat belonging to others. Queer that farmers cannot run their own warehouses without these eruptions."

The country merchants overlook the size of their own profits and put so-called independent buyers on the street to reduce the profits of the regular grain buyers, and to increase the prices to the farmers. Sometimes the grain dealers start a general store and sell for cost, which brings the merchants to their senses. Experience proves that it is much more profitable for the farmers and merchants to stick to the line of business they understand, and to let the regular grain dealer alone.

The News of Aberdeen, S. Dak., in a recent number, said: "Those towns which are establishing independent wheat buyers, that is as semi-public institutions, will need to see that the business is conducted with more than ordinary care. Seldom or never has the market been in a more chaotic condition from the standpoint of the trade, and men of experience claim to be groping in the dark. Usually there is a margin in favor of future deliveries, say for the month of December, and dealers can insure their profits by selling against this future each day. This year cash wheat is at a premium, and the dealers are obliged to figure with the greatest care. It would seem that when people think they are not being treated properly by regular dealers it would be better business policy for them to try direct shipments by the car than to establish independent buyers, with all the responsibilities that course entails."

I find much encouragement for dealers in the fact that these maligners of the regular buyers are learning that the profits are much smaller than they supposed. May they learn and tell others the truth, and check the avaricious farmers and merchants in their efforts to drive the regular grain dealers out of business.

MINNESOTA BUYER.

A swindle is reported as being worked extensively in Northern Indiana that recalls the Bohemian oats frauds of a few years ago. This time it is a superior kind of seed wheat advertised in agricultural papers at double the regular price. Farmers sending their money receive only the ordinary grain. Serves them right—their local dealer could secure for them the best seed wheat to be had at a reasonable price.



The Iron Range Brewery of Tower, Minn., has sold out.

The Pioneer Brewing Co. is building a new brewery at Alpena, Mich.

J. A. Lengel will build a 5-story addition to his brewery at Wilmington, Del.

The Emerald & Phoenix Brewing Co. will build a new brewery at New York City.

Porty & Werner have let the contract for a large malt house and elevator at Hartford, Wis.

The Leisen & Hennes Brewing Co. of Menominee, Mich., is building an addition to its plant.

The Bay City Brewing Co. of Bay City, Mich., will build a new brewery at a cost of \$50,000.

The Rising Brewing Co. of Philadelphia, Pa., has constructed a new malt grinding mill 25x25 feet.

The Omaha Brewing Association of Omaha, Nebr., has built a two-story brick addition to its brewery.

A larger amount of barley than usual has been shipped this season from California to the continent.

The Grand Island Brewing Co. has succeeded the Lange Bros.' Brewing Co. at Grand Island, Nebr.

The firm of C. Stegmaier & Sons of Wilkesbarre, Pa., has been incorporated as the Stegmaier Brewing Co.

M. M. Cain has been admitted to a partnership in the firm of Falk, Wormser & Co., maltsters, of Chicago, Ill.

The brewery of Pitzel & Mathias at New Munich, Minn., has been overhauled throughout and fitted with new machinery.

H. W. Richel & Co. have rebuilt their malt house and elevator. All of the machinery was supplied by the Dodge Mfg. Co.

The Chattanooga Brewing Co. of Chattanooga, Tenn., is contemplating equipping its plant with a system of electric lights.

The Rhinelander Brewing Co. of Rhinelander, Wis., recently suffered a loss from fire. An insurance was carried of \$6,000.

The Brand, Bullen & Gund Co.'s malt house at Chicago, Ill., is expected to be completed and in operation by the middle of November.

The Ambrose-Winslow Brewing and Malting Co. of Port Hope, Ont., has been succeeded by the Port Hope Brewing and Malting Co., Ltd.

Miswald Bros., who operated a brewery at Ontonagon, Mich., a few years ago, are contemplating building a new brewery at Calumet, Mich.

The Loder Brewing Co. of Columbia, Pa., has been incorporated with a capital stock of \$190,000. The incorporators are Joseph Loder and William B. Given.

Arthur H. Smith, of the Smith Malting Co. of Clyde, N. Y., was struck by a railway train while crossing the tracks in that city on October 18, and was instantly killed.

The John Gund Brewing Co. of La Crosse, Wis., will rebuild its plant which was burned recently. The new buildings will include a malting plant of 150,000 bushels' capacity.

The Grand Rapids Brewing Co. of Grand Rapids, Mich., has let the contract for a new 4-story building which will be used for storage purposes and cooling rooms. The estimated cost is \$17,000.

The Crystal Springs Brewing and Ice Co. has been incorporated with a capital of \$150,000 to operate the brewery and ice plant in Boulder, Colo., formerly owned by the Boulder City Brewing Co.

The Oriental Brewing Co. of Baltimore, Md., has been incorporated with a capital stock of \$100,000. The incorporators are Charles Schlaffer, Martin Homburg, Henry A. Clark and Frederick Pfoertner.

The Pennsylvania Central Brewing Co., with headquarters at Scranton, Pa., has certified to an increase of capital stock from \$1,000,000 to \$5,600,000. The company was incorporated last August by the union of 9 large breweries of Pennsylvania. The

directors are Kennedy Crosson, Charles F. Kindred, Henry A. Hersch, Oscar N. Thompson and Clarence H. Crosson, all of Philadelphia.

The Lexington Brewing Co. of Lexington, Ky., has been incorporated with a capital stock of \$200,000. The incorporators are: T. C. Lang, J. Henry Zill and John C. Schram. A new brewery will be built.

The Consumers' Brewing Co. of Trenton, N. J., has filed articles of incorporation. The capital stock is \$250,000. The incorporators are Richard Barlow, G. Cady Hicks, John Maddock and Albert Mertz.

Neidlinger & Sons of New York have purchased the malt house of the Osvego Malting Co. at Oswego, N. Y., from Robert S. Sloan, Theo. Irwin and Jos. McGowan. It has a capacity of about 200,000 bushels.

P. Valentine & Son Brewing Co. has started its large brewery at Newark, N. Y. This is the largest plant in the East. All the grain handling machinery was supplied and installed by the Dodge Mfg. Co.

A number of capitalists of Pittsburg, Pa., has purchased the C. Bauerlein Brewing Co.'s plant at Bennett, Pa., for \$500,000, and the malt house formerly owned by the P. Keil & Son Malting Co. for \$50,000.

At a meeting of bottlers and brewers held recently in the office of the Grand Rapids Brewing Co. at Grand Rapids, Mich., an association was formed to be known as the Western Michigan Bottlers' Protective Association.

The Excelsior Brewing Co. of Chicago, Ill., has thoroughly overhauled its malt house and equipped it with new steeping tanks. An artesian well was also sunk. The malt house has now five floors, each 50x140 feet in operation.

The New Albany Brewing Co. has been incorporated to succeed the old Indiana Brewing Co. at New Albany, Ind. The Pank-Weinmann Brewing Co., which has been operating the plant on a lease, has renewed its lease for another period.

The Rice Machinery Co. of Chicago informs us that it furnished the line of elevating and conveying machinery for the elevator of Watkins, Fritts & Co., maltsters of Chicago, Ill., instead of the company credited in our last issue with doing it.

The office of the Mohawk Milling and Malting Co. at Utica, N. Y., was entered by burglars one night recently. Entrance was gained by breaking the lock from the door of the engine house and forcing a trap door overhead. They secured only a 25-cent piece and a few pennies.

The Gulf Brewing Co. of Conshohocken, Pa., has passed into the hands of a receiver. The company's indebtedness consists of a mortgage and judgment note for \$45,686.35, and a floating indebtedness of \$12,000. The company is capitalized at \$75,000, and the plant is said to have cost \$100,000.

Barley dealers could secure the adoption of a system of grading that would be of some value to the trade if they would unite and work persistently for some practical plan. The value of barley to the maltster depends largely upon the plumpness of the berries and the percentum that will germinate.

Michael Brand, founder and formerly president of the M. Brand Brewing Co. of Chicago, Ill., died October 26, at 72 years of age. In 1862 he was elected a member of the Illinois State Legislature. He was a member of the Chicago Board of Trade, and an honored member of the United States Brewers' Association.

The stockholders of the Davenport Malt and Grain Co. of Davenport, Iowa, are contemplating the erection of a new malt house and brewery with a capacity of 100,000 barrels. At a recent meeting a 15 per cent. dividend was declared, and with the affairs of the company in a very prosperous condition it is thought there should be more adequate facilities in order to better care for the company's growing business. The new building will be of brick, and will occupy the larger part of the half

block owned by the company on Fifth Street. Directors were chosen at the meeting as follows: Henry Klindt, Claus Stoltenberg, Charles H. Meyer, Charles Pasche, Peter Feddersen, Alex. Stockdale and Herman Wulf.

The annual meeting of the Association of Brewmasters of Chicago and vicinity was held October 2. Officers for the ensuing year were elected as follows: Chas. J. Schmidt, president; Theo. Lossig, vice-president; Gus Etter, secretary; John Eisenbeiss, treasurer; Arnold Bloedt, F. Schoeller and W. F. Hoerber, members of the board of trustees.

A receiver for the assets of the George A. Weiss Malting & Elevator Co. of Chicago, Ill., was asked for recently in a bill filed in the Circuit Court by Harris Wolf, a creditor, who holds a judgment for \$2,305, against the company. The judgment was for money loaned the corporation on Dec. 1, 1896. An assignment was made by the defendant corporation on Dec. 28, 1896. The court is asked to declare the stock liability of the stockholders of the Weiss Company, who have not paid up their subscriptions, and also to appoint a receiver to take charge of its assets and apply them on the corporation debts.

There is no one article of produce that has caused so much disappointment to the farmer as barley. The duty having been fixed at 30 cents a bushel, so as to render foreign importations impossible, it was surely expected to boom this fall if ever it intended to boom at all. But no. The price remains unchanged. The Milwaukee papers for months quote it at from 26 to 44 cents per bushel, and invariably report it dull at that. If it only brings an average of 35 cents a bushel at the greatest brewing center in the world, and is always dull and uninteresting to boot, one can imagine what it must be elsewhere. It is now perfectly clear that substances other than barley are being used in the manufacture of our great national beverage; that the much-vaunted protection duty does not protect, and that Congressman Cooper's bill making the use of malt and hops imperative must become law.—Leader, Eau Claire, Wis.

MEETING OF KANSAS GRAIN DEALERS.

The Grain Dealers' Association of Kansas met at Topeka, October 12 and 13, as was announced last month.

President Hieatt called the meeting to order at 2:30 p. m., and Secretary Smiley read the minutes of the previous meeting, which were approved.

The Secretary then read the following report:

SECRETARY'S REPORT.

It becomes my duty under the constitution to make a full report at the annual meeting. It may appear to some that the report does not make as good a showing as it should. But the showing that I do make will surely be a fair return for the support that you have given the Association. The 29th of December, 1896, at the call of our President, eight grain men met at Holton and organized the Northeastern Kansas Grain Dealers' Association. Little did we think that before six months rolled around we would embrace the whole state, and have a membership of nearly 200. But such is the case. Our first regular meeting was held in Atchison January 17, and we closed that meeting with 35 members.

Shortly after this meeting was held a number of dealers from the central and southern part of the state made application for membership, and the Board of Directors decided to make it a state organization. In doing this it was necessary to make some changes in our constitution, but we feel that we have been well repaid for the change. The prime object for which the Association was organized was to protect the regular dealer against what is known as the scalper or shovel man. In this we have been in a manner successful. At many points we have driven the scoop-shovel man from the field, and if we had the support of the receivers and commission men, this class of shippers would not now be known where we have thoroughly organized.

The Board of Directors directed that I, as your secretary, should make as much effort as was possible to interest the dealers and secure their co-operation in this work. I shall try to give you as briefly as possible the result of this work. I have mailed to the dealers throughout the state nearly 2,000 circulars, have sent out 1,500 blank applications, and have written over 1,000 personal letters to dealers, soliciting their support in this work. I have visited every town in Northeastern Kansas, and several of the towns south of the Kansas River. I have attended every meeting of the Association, every meeting of the Board, and at the request of members of the Association, have gone with them to settle differences arising with their neighbor dealers. Without a single exception these local troubles have been settled, and I think all dealers visited are working harmoniously.

At the time of our Kansas City meeting, held the 6th of July, we had a membership of 127, and we now have a membership of 187, showing a gain of

60 members since that meeting. This is surely gratifying to the members, as hardly anyone thought we would reach 200 members the first year of our existence, but we now bid fair to outnumber it largely.

I have received during the time since organizing nearly 200 complaints against Kansas City, St. Joseph and Atchison receivers for bidding scalpers, and we have been compelled to expel one of our members, a member of the Board in Kansas City, for this practice.—There have been numerous complaints filed against certain elevators in Kansas City for shortages in weights, and in most cases they have given cause for complaint. I have taken this matter up with the short weight committee, appointed by the Board of Trade, and I hope to be able to report in the near future that these elevators will be declared irregular, and not permitted to handle the grain consigned to the Kansas City market by the Kansas shipper.

There has been introduced to the members of the Association a plan of tagging cars, with an official car tag issued by the Association at a small cost, and in most instances it has proved beneficial. Another matter that has been called to my attention a number of times is the incompetent inspection on grain by the sub-inspectors under the chief grain inspector of the state. We think that men long engaged in the business and shipping hundreds of cars of grain annually are competent judges, and when they file a complaint there is just ground for investigation. This is a matter of great importance, and should receive its full share of attention.

I wish to say to members, in loading grain for shipment, be certain that your cars are well cooped, know that your scales are accurate, and see that the car leaves your station in good condition. Send an invoice of contents to your commission firm, and request it to report to you the railroad weight on receipt of the car. If you will do this, and you then have a shortage, your chances for collecting the loss will be much better than if you allow it to run along until you get return weight, which sometimes takes two or three months. Bear in mind that all claims presented for adjustment must have shipper's affidavit to weight, railroad or Western Weighing Association weights, and railroad weight must correspond with shipper's weight or it is not worth your while to file it. The elevators that show the excessive shortages in Kansas City are the Kaw, Missouri, Rock Island and the Rosedale. Would it not be well for you to bear the names of these elevators in mind, and when shipping to the Kansas City market to advise your commission man that you would not take weights at these houses? He might report to you that he could not sell to as good advantage elsewhere, but you would then have the assurance that you would receive returns on the grain loaded even if you had to take a less price. The trouble with the average shipper in the past has been that he has loaded his grain, consigned or sold it on his track and accepted whatever weight they saw fit to report. If he entered a protest it was very mild; the commission man was not alarmed about losing any of his trade, and replied that this was all the grain there was in the car, he probably made a mistake in loading, and there the matter dropped. Another thing that is quite common, especially this year, is grain shipped to the several markets, and there being rebilled to country points, and weights taken on country wagon scales, and returns made on this basis. This is not the right way for a commission firm to treat its customers. If they prefer to sell to this trade let them take the shipper's weight; if desired the shipper will furnish affidavit to weight. I will not knowingly ship a car of grain to a commission house that sends my grain out to a country point for weight, where there is no means of knowing how the grain is weighed, or how much of the grain is taken from the car by other parties while unloading.

Another thing I wish to caution you against is making public property of card bids sent out to you. A great many dealers receive their bids, and lay them down in the office, and any farmer coming in can look them over or pick them up and report to his neighbor what you are bid for grain. You will forget about the cards being received, and make complaint that such a firm is bidding farmers in your section. This has occurred several times, and I found on investigation that they were using the bids sent to the dealer, which he should have locked in his desk or destroyed. No commission house likes to be accused of sending out bids to farmers when it is not guilty of the charge, and if you value the services of your secretary, don't ask him to register a kick when there is no cause for it. When you receive your bids put them in your desk where they will not be seen or destroy them. If buyers of grain could be induced to send out bids under cover, it would be much better than the postal card bids now used by the greater part of the buyers.

Another thing I wish to caution you against is the fancy prices sent out by scalping houses in our several markets. Almost without an exception (as several dealers present here to-day have found out by experience) your weights are far short of the amount you loaded into the car, or the grain has graded below the specified grade, or some exception

is taken that they may be able to reap a profit. Patronize those that have a reputation for square dealing, and in case you have shortages your chances for recovery are much better than through the scalper.

Most of you, no doubt, are familiar with the Grain Dealers' National organization. At a meeting of the National organization held in Des Moines, Iowa, June 29 and 30, it was decided to ask the different local associations to unite with the National, and the secretaries of the different state and local associations were asked to lay this matter before their respective associations. At a meeting of our Association held in Kansas City July 6 it was decided to put this to a vote of the members, and your secretary was ordered to have constitution and by-laws printed, and sent to the members of the Association and request them to vote on the proposed federation. This was done, and out of 140 letters sent out requesting a vote 71 replied, 69 voting for the proposed federation, and 2 opposing it. This is the situation to-day, and if we intend joining with the other associations in keeping up the National we must act now. The National Association finds it impossible to keep up the work without the help of the different state and local associations. The secretary of the Iowa Association, Mr. Stebbings, advises me that at their meeting held in Creston, Iowa, October 8 they would be glad to meet with the members of the Kansas Association and make some arrangements by which the National Association could be kept alive. I think this of great importance, and should receive your attention at this meeting.

Further, I wish to say to you that if you have a competitor, and one that is located in your town, even if he has no elevator, try and get him in the Association, as you can control him much better in the Association than you can out of it. In this age you will have competition, and I think it much better to control the competition that you have already than to force him out and have a new man come in whom you know nothing about. Don't understand me that you must put up with unfair competition, and with competition that has nothing to lose. A great many of the managers of farmers' elevators handle the grain for the farmer at 1/2 cent bushel commission, the farmer taking destination grade and weight, as the shortages on cars would very often take more than his commission if he bought the grain. But where you have a man regularly engaged in the business and handling grain in a regular way, tell him the benefit to be derived from organization, ask him to come into the organization, sign his application, recommending him to the Board, and I can assure you you will never regret it. I have given you a short statement of some of the work accomplished since we started. In some cases we did not succeed as well as we hoped to, but are still at work on those in which there is any chance to do good work. I urge you to bring all matters to the attention of your secretary so that he may do all that is possible for you. If he succeeds it will repay you for your trouble, and if he fails you will be none the worse off.

I wish to say to everyone present that your officers have done their best in promoting the interest of each member of the Association, and have not spared time or money in accomplishing what has been accomplished in the short time we have been organized. Remember that they must have your support. If each member before leaving will come to me and get an application blank, and go home with the intention of securing a new member for the organization, we will have every dealer in the state a member of the organization in a short time, and the grain business will once more be made profitable. We will all thank our worthy President that he conceived the idea of organizing the grain dealers of the great state of Kansas.

I would again call the attention of the members to the importance of attending the meetings held quarterly. Come out and meet the dealers, listen to or take part in the discussions and you will secure information that will help you in some similar trouble that you had not thought of. We need your presence, as the officers sometimes get discouraged, and your presence will greatly assist us. In closing I wish to say that when I am called on for my annual report, I may be able to make a much better showing than the present one. I hope to give you a more complete report of the work accomplished, and to note greater reforms in the business, and to present you a list containing at least 500 dealers, members of our organization.

W. W. Culver, Chief Grain Inspector of Kansas, read an interesting paper on shortages and inspection, which is published elsewhere in this number.

W. W. Price, grain inspector at Atchison, followed.

A. C. Sherman, Rossville: I have found it impossible to secure correct weights at Kansas City, so am now shipping to Memphis. I advise dealers to stop shipping grain to Kansas City until the members of the Board of Trade stop the shortages in shipments. I wish the members of this Association would assist me in pressing my claim against the U. P. R. R. for cleaning and repairing cars.

After discussing the manner of supporting the

Grain Dealers' National Association the Association adjourned for supper without taking any action.

EVENING SESSION.

President Hicatt called the evening session to order at 7:30 p. m.

A. H. Bowsher, Atchison: I favor supporting the National Association and the appointment of a committee of three members to confer with like committees from the Iowa and Nebraska associations.

On motion the President was empowered to appoint a committee of three members to attend the meeting at St. Joseph, Mo., and confer with other committees. The committee to have power to form a federation.

The Secretary was instructed to notify the secretaries of other associations, and to invite the members of the Kansas Association to attend.

L. H. Hammett: I move that the Board of Directors be instructed to employ a detective to ferret out the cause of the short weights in Kansas City elevators. Carried.

On motion of Frank Thoman, Mr. Hammett's motion was reconsidered, and Mr. Thoman moved that a circular letter be issued to the members of the Kansas City Board of Trade advising them that the members of the Kansas Grain Dealers' Association would not ship any grain to Kansas City until they could secure official track weights. Mr. Thoman's motion was not put, but the President appointed a committee consisting of L. H. Hammett, Wm. Bateman and A. H. Bowsher to draft resolutions in harmony with the ideas expressed in the motion.

The convention then adjourned to 8:30 a. m. Wednesday.

WEDNESDAY MORNING.

The meeting was called to order, and Chairman Bateman presented the following:

Whereas, There has been long and continued complaint from the members of this Association against what they claim to be the unjust weights at Kansas City, and

Whereas, There has been evidence introduced before this convention fully proving the fact of unjust weights at Kansas City, and

Whereas, We as an association have time and again asked of the Kansas City Board of Trade that they take some action to protect our interests, and

Whereas, Such appeal has been ignored by the Kansas City Board of Trade, therefore, be it

Resolved, That we, the members of the Kansas Grain Dealers' Association, in convention assembled at Topeka, Kans., on Oct. 13, 1897, do hereby serve notice on all grain receivers, commission men and elevator owners and operators, in Kansas City, Kans., and Kansas City, Mo., that on and after 60 days from date we each for ourselves do hereby pledge ourselves that we will not sell or consign any of our grain to any firm in Kansas City, Kans., or Kansas City, Mo., who will not guarantee to furnish us a certificate of weight furnished by a duly appointed weighmaster, under the laws of the state of Kansas, said weights to be taken from track scales located in elevator where grain is unloaded.

The resolution was approved without a dissenting vote, and the Secretary was instructed to have it printed and to send a copy to every regular grain dealer of the state, and to each member of the Board of Trade at Kansas City.

Wm. Bateman: I move that this Association endorse the new rules adopted by the Kansas Grain Inspection Department. Carried.

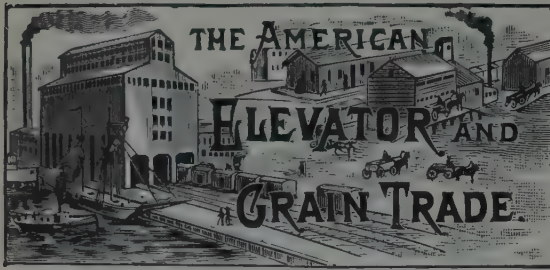
E. J. Smiley: I move we tender a vote of thanks to W. W. Culver and W. W. Price for the support rendered the Association. Carried.

The following new members were admitted to membership: H. Work & Co., Ellsworth; J. R. Bailey, Pierce Junction; J. P. Cummings, Sabetha; A. C. Sherman & Son, and W. M. Mitchner, Rossville; H. J. Dittenbaugh & Co., Washington; McCulloch & Hooper, and Carothers & Boyer, Sumnerfield; Ryan Grain & Lumber Co., McCracken, and C. E. Robinson, Lincoln.

E. J. SMILEY, Secretary.

The total exports of grain from Montreal for the present season up to the close of last month aggregated 23,476,904 bushels, as compared with 15,693,784 bushels for the year previous, showing an increase of 7,783,120 bushels, or about 50 per cent. The increases were as follows: Wheat, 2,026,000 bushels; corn, 2,718,000 bushels; oats, 2,648,000 bushels; barley, 34,000 bushels, and rye, 431,000 bushels. Peas alone show a decrease of 75,000 bushels.

State Grain Inspector Culver of Kansas has filed, with the state auditor, his report for September, showing the collection of \$5,741.25, inspection fees. Expenses and salaries for the month amounted to \$3,714.27, leaving a balance of \$2,026.98. During the month 29,238 cars of grain were inspected, weighed and sampled, as follows: Atchison, inspected 2,020; weighed 148. Topeka, inspected 532; sampled 293; weighed 29. Kansas City, inspected 10,070; sampled 8,569; weighed 4,182. Coffeyville, inspected 748; weighed 595. Wichita, inspected 207. Parsons, inspected 188; Wellington, inspected 335; weighed 1. Winfield, inspected 105; weighed 8. Leavenworth, inspected 1,208.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., NOVEMBER 15, 1897.

Commission men and others interested in knowing the changes in the Illinois Grain Dealers' Association list of regular dealers will find this information in the communication of Secretary B. S. Tyler in each number of this journal.

A clover seed dealer of Gibson City, Ill., has reported another case which goes to prove the deleterious effect of 1 to 16. He found a bushel of clover seed midge in sixteen bushels of clover seed. Other dealers will profit by watching their stock and keeping the midge out.

Any regular hay shipper can get a neat little book containing a stenographic report of the fourth annual meeting of the National Hay Association, a list of members, a copy of the constitution and by-laws and the grades of hay and straw established by the association by addressing Secretary F. F. Collins, Box 505, Cincinnati, O.

The recent meeting of the Illinois Grain Dealers' Association was one of the most successful the Association has ever held. It now has a membership greatly in excess of anything ever attained by any grain dealers' organization, and is doing much to advance the interests of its members. It fully merits the hearty support of every regular dealer of the state, and no doubt will soon have it.

Ohio grain dealers should stand by the committee, of which E. A. Grubbs of Cincinnati is chairman, in its defense of Mr. Yeazell of New Moorefield, who is being prosecuted for using a grain tester of less than one-half bushel capacity. As the law discriminates in favor of the grain producer and against everyone else, it is clearly unconstitutional. However, it will be enforced until the courts decide against it, and

the cheapest way out of the difficulty for the regular grain dealers is to contribute to the defense fund.

Indiana corn buyers will not buy ear corn by the bushel after December 1, as it will not be possible for them to do so at a profit. The new law of that state which is given in "Communications," this number, makes 68 pounds of ear corn a bushel, while in every other state 70 pounds is required. The only way the dealers can get around the law is to refuse to buy by the bushel, and quote prices by the 70 pounds.

It will not be long until the Western grain exporter will have a dozen ports to choose from for shipping his grain. Norfolk, Va., is to have a new elevator, and the new elevators at Mobile, Portland, Charleston and Pensacola are in operation. So, with the old established ports the Atlantic and the Gulf coasts are pretty well supplied with grain handling facilities. Port Arthur will also be added to the number soon and help Galveston and New Orleans to divert export grain from Atlantic seaboard during the winter.

Many of the Western grain carriers are still troubled with a shortage of cars and naturally try to place the blame for delays upon shippers and receivers. They still persist in charging for the delay of their cars in excess of forty-eight hours, but do not think of paying for their delay of grain in transit or at initial point, even though it be delayed forty-eight days. They are supposed to deliver grain at destination within a reasonable time, and to one without prejudice in favor of the carriers, forty-eight hours in excess of the train's scheduled time would seem to be a reasonable time for delivery at destination, providing point of destination was not over 1,000 miles from point of shipment. If they charge for delay it is not unreasonable to ask them to pay for it.

PREPARING CARS FOR GRAIN.

A grain firm of Rossville, Kans., proposes to begin suit against a railroad company for the recovery of expenses incurred in cleaning and preparing cars for grain, and has placed an itemized statement of the amount it has expended during the last three years in the hands of attorneys for collection. The courts of Texas have decided that not only must a railroad carrier prepare and place its cars for loading, but it must load the freight into them.

This is reasonable; the carriers load package freight without a thought as to their duties in the matter. When it comes to carload goods they expect the shipper to prepare the car and load it himself, then if it is short at destination the blame can be placed upon the loaders. The cost of cleaning and cooping cars is no small matter where a dealer ships considerable grain. Even if it only amounted to one cent a car, instead of \$1, and up, no tenable arguments could be presented in support of its being borne by the shipper. It is a rank imposition, which should not be tolerated. The cleaning and repairing of the boxes is just as much the work of a carrier's repair department as is the keeping of the trucks in condition.

COMPETITION BETWEEN COUNTRY BUYERS.

Competition between the grain buyers at country stations is seldom governed by reason, but it is not often that it leads the dealers to lose sight of what they are in business for. A few country elevator men in the Central States have permitted themselves to be driven into giving free storage and insurance to the farmers, but it is not often that one hears of an elevator man sending his team seven or eight miles into the country to shell and haul corn for the farmers free. At some points in Indiana the elevator men are doing this very thing, which is conclusive proof that the regular dealers of that state have no need of an association to help them relieve their business of burdens. It is evident they are not believers in the efficacy of organization.

This is a case of competition run wild, and if the dealers who are now shelling and hauling free of charge do not soon take some steps to retrench they will soon find themselves planting and cultivating the corn for the farmer. It will surely puzzle them to figure out their profits, but at present obtaining a profit does not seem to be their object in conducting the business. In many districts the regular dealers have come together and placed a restraint upon competition which has made it possible for them to get a living profit out of the business. As the influence of the associations extends the number of districts where the dealers decline to do business at a loss increases and hope for the success of the regular dealer is encouraged.

A FAR-REACHING DECISION.

The United States Supreme Court has just handed down a decision which emasculates the Interstate Commerce Law to the extent of nullifying the long and short haul clause. This is the case based upon the complaint of the Board of Trade of Troy, Ala., some five years ago, that the railroads were giving preferential rates to Montgomery. The Commission investigated and decided that the allegation of the roads that they had to give preferential rates to Montgomery (less for the long haul than the short haul), on account of having to meet water competition, was not in point and that preferential rates could not be given without the Commission's authority. The roads appealed and now the Supreme Court rules against the Commission on both points.

It holds that water competition renders conditions "substantially dissimilar" and that such competition did exist in the case of Montgomery. Further, it says that the court is unable to suppose that Congress intended to "forbid common carriers in cases where the circumstances and conditions are substantially dissimilar from making different rates until and unless the Commission shall authorize them so to do." Accordingly the long and short haul clause is practically nullified if the roads choose to say or believe that circumstances and conditions are "dissimilar," and the roads are free to discriminate against intermediate points as of yore. The matter can only be rectified by an amendment to the law that shall specifically declare that the roads must get the consent of the Commission before giving preferential rates.

The long and short haul clause was intended to cover the chief abuse complained of by shippers. This last decision renders the law practically nugatory as a restraint of such abuses.

LEGALITY OF CONTRACTS FOR FUTURE DELIVERY.

The Iowa Supreme Court has added another to the long list of decisions affecting the legality of contracts for future delivery of grain. The suit was brought by Counselman & Co. of Chicago against Manuel Reichert of Neola, Iowa, to recover an alleged balance of \$505.43. Reichert was in the grain business and shipped to Counselman & Co. A part of the claim was recognized as legitimate by the defendant, who offered to confess judgment for \$220 on undisputed transactions. The contention was in regard to a transaction in oats occurring in 1894. Defendant had previously bought 5,000 bushels of oats, which he ordered sold, and at the same time directed Counselman & Co. to buy for him 5,000 bushels of May oats. He neglected or refused to put up margins and the deal was closed out at a loss of \$300. A jury returned a verdict based on defendant's offer to confess judgment on undisputed transactions, and Counselman & Co. appealed. The Supreme Court held that delivery in the oats transactions was not contemplated by either party and that therefore the transaction was a gambling one in the meaning of the law. At the same time the court made plain the fact that the intention of one party not to deliver did not vitiate a contract, but that both parties must be shown to intend no delivery to constitute a contract for future delivery gambling. The evidence was rather meager, but the court gave the defendant the benefit of the doubt.

FEDERATION OF ASSOCIATIONS.

The regular grain dealers of Kansas, Nebraska, Southwest Iowa and Northwest Missouri seem to be determined to have a larger and stronger organization than they have yet had; in fact, it is their desire to form a federation of the three associations of that territory. It is to be sincerely hoped that some action will be taken soon, which will bring about the formation of an organization with a membership that will fairly represent the regular dealers of that territory.

The National Association will soon be actively at work again, and if the dealers of the West form a strong organization much effective work can be done in conjunction with it and the Illinois Association. It would not be necessary for any of the associations to lose their identity, but they could, with great advantage, affiliate for the prosecution of work in which the members of each held common interest.

The backwardness of the regular grain dealers in coming to the support of the local and the national associations is truly remarkable. They cannot help but know of the successful and profitable organizations in other lines of business. Some of the businesses which are well organized represent a much less investment, and have fewer burdens to bear. The regular grain dealer suffers impositions on every side, yet few attempts at reform by

united effort have proved successful until recently. Of late the dealers have commenced to get their eyes opened to the advantages of organization, and have given heartier support to all of the associations, which is decidedly encouraging for the promoters of the proposed federation, and of other grain dealers' organizations.

THE TROLLEY'S INFLUENCE ON THE GRAIN TRADE.

The electric railway now promises to bring about a change in the farmer's methods of getting his grain to market, so that all regular dealers will not be entirely dependent upon good roads for a good business. In the East, where many of the towns are near together, electric lines connect them, and some of these roads have constructed switches at frequent intervals to facilitate the loading of the farmers' produce into their cars.

Many of these short lines are being constructed between neighboring towns of the West, and their managers will no doubt build switches also and place the farmer that much nearer to market, so that hereafter the farmers so favored will not be debarred by bad roads from taking advantage of a bulge in the market.

Some horses will be displaced by these trolley lines and the consumption of corn and oats farther reduced by electricity.

SHORTAGES IN SHIPMENTS.

The oft-repeated protests of country shippers against the exasperating shortages which occur in their shipments of bulk grain to terminal markets do not seem to have brought about a remedy of the trouble, in fact, the protests are becoming louder and more numerous. As is shown by our reports of the meetings of the Kansas and the Illinois associations, in this number, the shippers are becoming thoroughly aroused against the shortage evil and are prepared to take stringent measures to bring about reform.

It does not matter whether the terminal weighmen, elevator men or the carriers are to blame for the shortages, it is evident that many of them do occur, and the country shipper always bears the loss. If those who handle the grain of the shipper strived conscientiously to have him given credit for every bushel shipped it is certain that shortages would still occur. All shortages are not due to dishonesty on the part of those intrusted with handling the grain by any means. In the handling of so many cars it is next to impossible to prevent shortages, even though honesty reign supreme—carelessness and error will creep in, old cars will bulge and thieves will break open the cars.

However, shortages occur in shipments with aggravating frequency, and those intrusted with the handling of the shipper's grain do not seem to make an honest effort to alleviate the trouble. Grain is handled on so small a margin nowadays that a shipper's profit is often absorbed by a shortage, hence it is absolutely necessary that an earnest effort be made to remedy the trouble. The Kansas shippers are so thoroughly exasperated by the shortages in shipments to certain elevators at Kansas City

that they have adopted very pointed resolutions calling for reform in the weighing methods, and a number have declared against shipping any grain to that market until correct weights are assured. Track scale weights have been asked for, yet if given would surely cause more trouble. Snow, wind, rain and ice make track scales undesirable.

The complaints against the Chicago weights are not less emphatic, although no formal action has been taken by the Illinois Association. It is not doubted that the Board of Trade Weighmaster is striving to reduce the number and quantity of shortages, but the railroads and the elevator men are not credited with any such commendable efforts. As much influence has not been brought on the latter as on the Weighmaster, still it is not probable that they are oblivious of the trouble. If the railroads and elevator men of both markets would make a concerted effort to reduce the shortages it is the general opinion that the trouble would cease.

THE STEENERSON GRAIN RATE CASE.

A final decision has been reached in one of the hardest fought cases ever before a Western court. This is the celebrated Steenerson Grain Rate Case, which has been adjudicated after being in the courts since September 30, 1893, when Elias Steenerson of Crookston, Minn., filed his bill of complaint with the Railroad and Warehouse Commission against the Great Northern Railroad Co. He alleged the freight rates charged by the railroad company on grain from Fisher and East Grand Forks to Minneapolis and Duluth were excessive and out of proportion to the price of grain or the cost of maintaining and operating the road. He asked that the rate be reduced from 16½ cents to 12 cents per hundred pounds. The commission reduced the rate to 14.7 cents and the railroad appealed to the district court.

After a great deal of preliminary skirmishing in which other roads sought to intervene, the case came up for trial on its merits. The testimony was voluminous and filled 580 pages, with 150 pages more of exhibits. No case in the country furnished so much information regarding the cost of building and operating railroads. The district judge reversed the decision of the Railroad and Warehouse Commission, and now the Supreme Court reverses the judge. The point settled was that the fixing of rates is an administrative and not a judicial act, and the burden of proof is on the railroad to establish that rates fixed by the Commission are unreasonable. The decision is really very sweeping in character and leaves the Commission master of the situation.

Judging from all reports the rats are a worse plague all over the country this year than ever before. Iowa joins in the chorus of complaint that the farmers never suffered so much from the rodents as the present year. Perhaps the country is to have some such visitation as San Jose in Costa Rica is experiencing, where a breed of large rats has multiplied so enormously that life is a burden to the inhabitants. They eat everything. They chase away the cats, and even attack sleeping children.

EDITORIAL MENTION

A meeting of grain dealers will be held at St. Joseph, Mo., November 26.

Cooper well your cars, then you will be safe in kicking hard when a shortage is reported.

Regular dealers will profit by joining an association. Do not procrastinate; join to-day.

The politicians should let the Peoria inspection department alone; the grain trade is satisfied with the service rendered and that is sufficient.

The grain rate extortion case of the Grain Dealers' Association of Northwest Iowa against the railroads has not been lost; in fact, the grain dealers are determined to win.

If the country shippers are to blame for shortages, why is there such a marked difference between the shortages reported at Philadelphia and Toledo and the other markets?

The shipping of large quantities of hard wheat from Duluth to Chicago by lake for mixing purposes has caused considerable talk and a little uneasiness among Chicago speculators.

The organization fever is raging among the grain dealers of the West, but the Indiana Grain Merchants' Association is still a thing of the future; at least, it is to be sincerely hoped that it is a thing of the future.

Chicago elevator men say that even an expert cannot detect the difference between this year's corn and the old article, so dry is the former. Corn just husked, they say, is as dry as if it had been cribbed a year.

The pipe line for grain from Chicago to the Atlantic is again making an item for the papers. It is a pretty large affair, and savors more of Edward Bellamy's time than our own, not to mention several serious difficulties in the way.

The Chief Grain Inspector of Kansas presents very convincing arguments in this number in defense of his new rule governing the grading of wheat. The next number will contain all the rules governing the grading of wheat in Kansas.

It seems to be getting dangerous to run a farmers' elevator in some localities. At Madelia, Minn., the grand jury indicted the directors of the Farmers' Warehouse Co., charging them with removing 4,000 bushels of wheat from the elevator.

Many Canadian editors have gone almost into fits recently over the report that a combine was influencing the market price of wheat in Manitoba and the Northwest Territories. The sheets which took the trouble to investigate the report found nothing but wind, and some of them have been honest enough to admit it.

The grain trade is entirely too large to be controlled by any one combine; it is practically impossible.

Elevator men continue to add feed grinding mills to their plants and seem to find them profitable investments, in fact, some of them have succeeded in selling so much ground feed that it has been necessary for them to add more power and to keep their mills running continuously.

The Argentine government has hit upon a happy expedient for the relief of the farmers. It pays a bounty of two cents per kilo for dead locusts. If the locusts destroy the farmer's crop he still has a show for his white alley by killing off the locusts. This is better than an export bounty.

The Chicago mixing houses are having a hard time manufacturing a grade of wheat that will pass muster as No. 1 Northern and yet leave them a profit. The grain inspection department is holding them to the grade, and as a result a great deal of wheat has failed to pass muster.

Some friends of the canals are discouraged over the results of this year's business at Buffalo. In spite of the activity in the grain trade, the Erie Canal carried less grain and flour out of Buffalo than last year by thirty-three per cent.

Recent rains and warm weather have done much for winter wheat. Every district heard from sends encouraging reports of improved condition of the growing wheat. Much that was supposed to be dead is displaying remarkable vitality, and more has been sown this month.

Track scales are not suited to the weighing of grain. The influence of wind, snow, rain and hail is against their weighing correctly. A hopper scale placed under an elevated covered track would give the weighman an opportunity to watch the grain as it passed from the car to the scale hopper.

An Illinois transfer elevator company advertises to shell corn at one-half cent a bushel; clean and blow grain for one-half cent a bushel, and clip oats for \$7 per car. This is not too much. If those who are performing this service free would stop and hunt for their profit on the business they would be amazed.

One Kansas City commission firm has agreed to furnish Kansas state weighmen's certificates for all grain consigned to it by members of the Kansas Grain Dealers' Association. That market seems to be competing with Chicago for first place as a short weight market. More of the commission men should show an interest in the obtaining of correct weights.

The account of the recent meeting of the Nebraska Grain Buyers' Association published in this number does not show any disposition on the part of members to disband the organization, in fact, they declared themselves averse to such action, and elected new officers. The Association has done much to advance the interests of its members in the past, and will

surely do more, so it behooves the regular dealers of the state to get inside the pale of membership.

The meeting of the grain dealers at Lincoln recently stirred the populist papers to make some very tart remarks about the enforcement of laws prohibiting the organization of grain dealers. This brought out an animated letter from Geo. W. Lowrey of Lincoln, which contained information and arguments that seem to have satisfied and quieted the kickers.

Elevator men who lease ground from railroad companies for an elevator site should protest against the insertion of any clause in the lease which is designed to release the railroad company from liability for damages due to fires caused by sparks from locomotives. It will increase the cost of insurance 50 cents to \$1 where the insurance companies learn of its existence.

The Secretary of Agriculture has declared his intention to thoroughly reorganize the Division of Statistics and as far as possible consolidate it with the weather bureau. He proposes to have an active agent in each state and an intelligent correspondent in each township. He proposed to have the data collected as reliable as it is possible to make it, all of which will be joyful news to the members of the grain trade.

The Chicago and Pacific Elevator Co., whose elevators burned a year ago last month, and which has had no end of trouble with some of the insurance companies that repudiated the award duly made, is getting tired of the law's delay, and has brought some more suits at Belvidere, Ill., for the purpose of advancing a hearing of the case. Several suits were brought in Cook County, and several others in Will County.

In some districts the country elevator men store farmers' grain free, but in the Canadian Northwest it is quite different. There the elevator men place a value upon their services and charge for storing grain for farmers. For a cent and three-quarters per bushel wheat is stored for ten days, graded, cleaned, insured and loaded on the cars. The elevator man can make a living at this price, and the farmers are satisfied because the service is worth that to them.

According to the report of the Bureau of Statistics, breadstuffs exported during the ten months ending with October were valued at \$185,083,707, against an amount valued at \$135,510,720 for the same period of the year preceding; and the breadstuffs exported in October were valued at \$26,156,994, against an amount valued at \$19,864,982 in October, 1896. The exports during the ten months ending with October, compared with the same period of 1896, were: Wheat, 79,412,330, against 64,139,049 bushels; corn, 155,296,183, against 100,990,111 bushels; oats, 37,911,058, against 23,797,880 bushels; rye, 8,073,544, against 3,087,908 bushels, and barley, 13,820,958, against 11,477,088 bushels. The amounts exported in October compared with October, 1896, were: Wheat, 16,552,561, against 11,-

955,097 bushels; corn, 7,877,467, against 12,980,731 bushels; oats, 5,683,387, against 2,765,456 bushels; rye, 553,990, against 1,033,857 bushels; barley, 1,360,867, against 2,211,444 bushels; wheat flour, 1,142,081, against 1,466,365 barrels; corn meal, 79,075, against 34,213 barrels, and oatmeal, 7,115,692, against 3,958,358 pounds.

Quite an important case involving the liability of telegraph companies has just been decided by the Supreme Court of Illinois. W. E. Webbe & Co. received a dispatch from a customer over the Western Union Telegraph Co.'s line ordering the purchase of 50,000 bushels of wheat. The order was filled, and then it was discovered that the order as actually sent by the customer was for but 5,000 bushels. The loss on the transaction was \$1,000, and Webbe & Co. sued the telegraph company to recover. On trial the company took refuge behind the printed clause on the telegraph blank disclaiming liability unless the message were repeated, or claim made within 60 days. The lower and appellate courts sustained the contention of the telegraph company, but the Supreme Court reversed the lower courts and ordered a new trial.

..Points and Figures..

Our bountiful wheat crop has caused a famine—of freight cars.

An effort is being made to induce the Grain Dealers' National Association to hold its next annual convention at Cincinnati, Ohio.

It is said that a market has already been built up in England for Kaffir corn, and that in the future it may be looked upon as a steady crop in Kansas.

The wisecracks who attempt to make laws for Indiana have declared 68 pounds of ear corn to constitute a bushel, and the regular grain dealers will discontinue to buy by the bushel. They will pay so much per 70 pounds after December 1.

What will be the wheat crop of Argentina and India is a question which is now engrossing the attention of option men. The crops of these two countries will have an important bearing on the price of wheat during the spring months.

A Joint Committee, of which C. F. Quincy, Stock Exchange, Chicago, is chairman, representing a number of different trade organizations, is making an organized effort to secure the establishment by the national government of a department of Commerce and Industry.

The Secretary of State of Michigan, in his crop report for November, published in this number, estimates that the corn crop of that state will shrink over 50 per cent. in shelling. According to the statutes of Indiana, corn can shrink only 17.4 per cent. How very different.

The continuous seeding of wheat from the same or adjoining fields shows in its lighter weight and yield in many sections this season as never before. Efforts are being made in some sections to get the railway, elevator and milling companies to secure for sale or exchange a better grade of seed wheat. This would be a great advantage to the farmers, who cannot, as a rule, secure it without much extra trouble and expense. In thus helping the farmers, the elevator men will be lending to themselves.

The Secretary of State of North Dakota is not kept busy examining the \$10,000 bonds of grain receivers who desire to solicit business in that state; in fact, only 20 have applied for a license to do business in the state. It speaks well for the standing of the receivers of the Northwest, that they are not willing to admit the necessity of filing a bond as a guarantee that they will fulfill their contracts.

If the farmers of North Dakota persist in shipping to receivers who promise high prices in their circulars, they must expect to be swindled.

A mixed cargo of wheat and oats is about to be sent from Boston to Antwerp. It will be the first direct shipment of the kind ever made direct from Boston to that port.

Papers in a suit by eight North Dakota farmers have been filed in the United States Court against the Consolidated Elevator Company of Duluth. The complaint alleges that the plaintiffs deposited wheat in the elevator of D. M. Kenny of Mayville, N. Dak., receiving therefor elevator receipts; that Kenny sent the wheat to the Consolidated Elevator Company, which appropriated it to its own use. The farmers state that under the laws of North Dakota the wheat was not sold, but simply put in the care of the elevator, and ask judgment for \$6,262.

Trans-Missouri lines have established minimum weights on corn and wheat from all producing territory of 30,000 pounds in cars 30 feet long and under, and 40,000 pounds in cars of over 30 feet in length, provided that in no case shall the minimum weight exceed the marked capacity of the car. The new rule applies on all lines except the Pittsburg & Gulf, which maintains the old minimum weight of 24,000 pounds. The rule is made to compel the heavier loading of cars from the grain belt and to prevent a shortage of cars in moving the crop.

Somebody has taken the trouble to figure out that if the wheat crop of 1897 (allowing it to be 500,000,000 bushels) were loaded into cars holding 1,000 bushels each, the train so made up would reach from San Francisco to Augusta, Me. And if 200,000,000 bushels of the crop be exported it would require 1,500 grain carrying ships of average capacity to float it. Now, will somebody figure out how much whisky the 1,750,000,000 bushels of corn would make, or how big a loaf of Johnnycake it would produce; how many Scotchmen the oats crop would feed; how big a sausage the hog crop would make, and how big a lake of milk the cows of the country would give in a year? We are all more or less tickled with vastness put in this kindergarten form; but most of us are too lazy or too busy to make the calculations.

DIFFERENT INSPECTION RULES AT DULUTH AND MINNEAPOLIS.

A recent order by the Railroad and Warehouse Commission, regarding a change in inspection at Duluth, created some comment here. The circular referred to says:

"The present crop contains a large percentage of oats. Wheat from all sections this season seems to have either wild oats or domestic oats intermixed. Where the percentage is greater than 1½ or 2 pounds, it has been our practice heretofore to put it into No. 2 Northern or lower grades regardless of superior quality.

"We are having a great deal of trouble at the head of the lakes with our grade wheat going into cargoes, the elevator people being unable, with their present cleaning equipment, to remove the oats. Such cargoes are not at all acceptable to eastern buyers, who claim the wheat is not clean.

"The system of 'out' dockage at Minneapolis does not work in Duluth, as grain must be cleaned in latter market before shipment.

"The inspection department will be obliged, therefore, to reduce grades at Duluth on wheat containing oats for reasons stated. We cannot impose oats wheat on the East for clean wheat, and until the cleaning facilities at the head of the lakes have been improved, shippers to that market must be careful about wheat containing oats."

Why they find it necessary to make one rule for Minneapolis, and another for Duluth, will require something more than the explanation given above. If oatly wheat at Duluth will not grade, then oatly wheat at Minneapolis should be subject to the same rules.

If the "out inspection" at Minneapolis permits of carrying a certain quantity of oats, the question

arises how that wheat will be graded when it arrives at Duluth. So far as can be learned, this is the first time that the Railroad and Warehouse Commission has gone on record as saying that a difference in inspection rules would be permitted to exist in the two markets.

A change of this kind is, of course, a good thing for the Eastern buyer, but rather hard on the producer.—Commercial Record, Duluth.

Trade Notes

Seeley, Son & Co., Fremont, Nebr., write us that the prospects are good for still more work this season, notwithstanding the fact that it is almost at its close.

The Nordyke & Marmon Co., Indianapolis, Ind., reports that its present business is quite good, and the outlook, all things considered, is excellent for this time of the year.

The Bemis Bros. Bag Co. will, next spring, establish a bag factory on the Pacific Coast, in San Francisco, to manufacture a portion of the 30,000,000 sacks which the trade of the coast annually requires.

The Pease Mfg. Co. is decidedly in it on elevator outfitting this year. They write us that they have been running their factory 12 hours per day for four straight months, and have more business in hand and in sight than ever before at this end of the season.

The Barnett & Record Company of Minneapolis, Minn., has been very busy the past summer. The company completed the large Burlington Elevator at Peoria, Ill., on October 26, and among late contracts was one for large ore docks at Two Harbors, Minn.

In Manitoba the gasoline engine is becoming popular among the elevator men. Quite a number of the new elevators erected this season have put in a gasoline plant, usually in a brick building located a short distance from the elevator, power being communicated by a shaft.

J. L. Record, formerly of the Barnett & Record Co., but now doing business under his own name, with headquarters at Minneapolis, Minn., has recently completed some very large contracts, including the new large Iowa Elevator at Peoria. He also recently completed the plans for the new Armour Elevator at Chicago, and has secured the contract to erect it.

A neat and suggestive souvenir reaches us of the Twenty-first year of the Founding of Webster Mfg. Co. It is only a four-page document of note size; but the growth of the firm could not have been so strikingly depicted had the souvenir taken the form of a volume. On the fourth page are given two handsome cuts, one of the quarters of Webster & Co. in 1876, at 13 E. Kinzie Street, Chicago. This was a single floor of a diminutive frame building, and the quarters were hardly a dozen feet front to the street. The other engraving shows the great plant of Webster Mfg. Co. at 1075-1097 West Fifteenth Street. There is history, successful history, shown in the contrast between these two establishments. The inside pages are devoted to a comparison of the status of Webster & Co. in October, 1876, and Webster Mfg. Co. in October, 1897. It is short and to the point. The figures speak for themselves. Those for 1876 are as follows: Cash capital \$31.66; Shipments for month, \$90.01; Men employed, including Mr. Webster, 3; Number of articles manufactured, 1; Space occupied, 510 square feet. The showing for October, 1897, is as follows: Capital stock fully paid, \$272,000; surplus, \$169,036.52; total, \$441,036.52; shipments in September, \$74,732.33; men employed October, 1897, 376; number of articles manufactured, 146; space occupied, 107,052 square feet. No comment of any kind accompanies the contrast of the two establishments on Kinzie Street and West Fifteenth, or the comparison of the figures. None is needed. The souvenir tells an eloquent story of the history of a great business, built up from the most modest of beginnings.

RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago since October 15 has been as follows:

October.	NO. 2 R.W. WHT		NO. 2 SFG WHT.		NO. 2 CORN.		NO. 2 OATS.		NO. 2 RYE.		NO. 3+ BARLEY		NO. 1 FLAXSEED	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
15	82 1/2	82 1/2	25	25 1/2	17 1/2	18 1/2	45	45 1/2	28	28 1/2	41	41 1/2	103	105 1/2
16	82 1/2	82 1/2	25	25 1/2	17 1/2	18 1/2	45	45 1/2	28	28 1/2	41	41 1/2	103	105 1/2
17	82 1/2	82 1/2	25	25 1/2	17 1/2	18 1/2	45	45 1/2	28	28 1/2	41	41 1/2	103	105 1/2
18	82 1/2	82 1/2	25	25 1/2	17 1/2	18 1/2	45	45 1/2	28	28 1/2	41	41 1/2	103	105 1/2
19	82 1/2	82 1/2	25	25 1/2	17 1/2	18 1/2	45	45 1/2	28	28 1/2	41	41 1/2	103	105 1/2
20	82 1/2	82 1/2	25	25 1/2	17 1/2	18 1/2	45	45 1/2	28	28 1/2	41	41 1/2	103	105 1/2
21	82 1/2	82 1/2	25	25 1/2	17 1/2	18 1/2	45	45 1/2	28	28 1/2	41	41 1/2	103	105 1/2
22	82 1/2	82 1/2	25	25 1/2	17 1/2	18 1/2	45	45 1/2	28	28 1/2	41	41 1/2	103	105 1/2
23	82 1/2	82 1/2	25	25 1/2	17 1/2	18 1/2	45	45 1/2	28	28 1/2	41	41 1/2	103	105 1/2
24	82 1/2	82 1/2	25	25 1/2	17 1/2	18 1/2	45	45 1/2	28	28 1/2	41	41 1/2	103	105 1/2
25	82 1/2	82 1/2	25	25 1/2	17 1/2	18 1/2	45	45 1/2	28	28 1/2	41	41 1/2	103	105 1/2
26	82 1/2	82 1/2	25	25 1/2	17 1/2	18 1/2	45	45 1/2	28	28 1/2	41	41 1/2	103	105 1/2
27	82 1/2	82 1/2	25	25 1/2	17 1/2	18 1/2	45	45 1/2	28	28 1/2	41	41 1/2	103	105 1/2
28	82 1/2	82 1/2	25	25 1/2	17 1/2	18 1/2	45	45 1/2	28	28 1/2	41	41 1/2	103	105 1/2
29	82 1/2	82 1/2	25	25 1/2	17 1/2	18 1/2	45	45 1/2	28	28 1/2	41	41 1/2	103	105 1/2
30	82 1/2	82 1/2	25	25 1/2	17 1/2	18 1/2	45	45 1/2	28	28 1/2	41	41 1/2	103	105 1/2
31	82 1/2	82 1/2	25	25 1/2	17 1/2	18 1/2	45	45 1/2	28	28 1/2	41	41 1/2	103	105 1/2
Nov.														
1	82 1/2	82 1/2	25	25 1/2	17 1/2	18 1/2	45	45 1/2	28	28 1/2	41	41 1/2	103	105 1/2
2	82 1/2	82 1/2	25	25 1/2	17 1/2	18 1/2	45	45 1/2	28	28 1/2	41	41 1/2	103	105 1/2
3	82 1/2	82 1/2	25	25 1/2	17 1/2	18 1/2	45	45 1/2	28	28 1/2	41	41 1/2	103	105 1/2
4	82 1/2	82 1/2	25	25 1/2	17 1/2	18 1/2	45	45 1/2	28	28 1/2	41	41 1/2	103	105 1/2
5	82 1/2	82 1/2	25	25 1/2	17 1/2	18 1/2	45	45 1/2	28	28 1/2	41	41 1/2	103	105 1/2
6	82 1/2	82 1/2	25	25 1/2	17 1/2	18 1/2	45	45 1/2	28	28 1/2	41	41 1/2	103	105 1/2
7	82 1/2	82 1/2	25	25 1/2	17 1/2	18 1/2	45	45 1/2	28	28 1/2	41	41 1/2	103	105 1/2
8	82 1/2	82 1/2	25	25 1/2	17 1/2	18 1/2	45	45 1/2	28	28 1/2	41	41 1/2	103	105 1/2
9	82 1/2	82 1/2	25	25 1/2	17 1/2	18 1/2	45	45 1/2	28	28 1/2	41	41 1/2	103	105 1/2
10	82 1/2	82 1/2	25	25 1/2	17 1/2	18 1/2	45	45 1/2	28	28 1/2	41	41 1/2	103	105 1/2
11	82 1/2	82 1/2	25	25 1/2	17 1/2	18 1/2	45	45 1/2	28	28 1/2	41	41 1/2	103	105 1/2
12	82 1/2	82 1/2	25	25 1/2	17 1/2	18 1/2	45	45 1/2	28	28 1/2	41	41 1/2	103	105 1/2
13	82 1/2	82 1/2	25	25 1/2	17 1/2	18 1/2	45	45 1/2	28	28 1/2	41	41 1/2	103	105 1/2
14	82 1/2	82 1/2	25	25 1/2	17 1/2	18 1/2	45	45 1/2	28	28 1/2	41	41 1/2	103	105 1/2
15	82 1/2	82 1/2	25	25 1/2	17 1/2	18 1/2	45	45 1/2	28	28 1/2	41	41 1/2	103	105 1/2

Free on board or switched.

During the week ending October 23 Prime Contract Timothy sold at \$2.60@2.75 per cental, Prime Contract Clover Seed at \$5.40@5.50, Hungarian at \$0.50@0.67 1/2, German Millet at \$0.60@0.75, buckwheat at \$0.75@0.90 per 100 pounds.

During the week ending October 30 Prime Contract Timothy sold at \$2.60@2.65 per cental, Prime Contract Clover Seed at \$5.45@5.50, Hungarian at \$0.50@0.67 1/2, German Millet at \$0.60@0.75, buckwheat at \$0.75@0.90 per 100 pounds.

During the week ending November 6 Prime Contract Timothy sold at \$2.65@2.67 1/2 per cental, Prime Contract Clover Seed at \$5.35@5.45, Hungarian at \$0.55@0.65, German Millet at \$0.60@0.70, buckwheat at \$0.75@0.87 1/2 per 100 pounds.

During the week ending November 13 Prime Contract Timothy sold at \$2.65@2.75 per cental, Prime Contract Clover Seed at \$5.15@5.35, Hungarian at \$0.55@0.65, German Millet at \$0.60@0.70, buckwheat at \$0.75@0.85 per 100 pounds.

RECEIPTS AND SHIPMENTS AT CHICAGO.

The following table, compiled by George F. Stone, secretary of the Board of Trade, shows the receipts and shipments at Chicago during October, 1897 and 1896, of seeds, hay and broom corn:

	Receipts.	Timothy lb.	Clover lb.	Other Grass Seeds lb.	Flax-seed bu.	Broom Corn lb.	Hay, tons.
1897	6,504,466	2,444,823	823,025	472,869	2,931,600	20,088	
1896	8,091,250	2,762,715	782,973	2,159,593	2,133,035	25,710	
Shipments							
1897	2,687,579	2,743,150	2,212,963	259,578	1,449,588	1,488	
1896	5,084,522	2,202,259	2,659,234	464,138	1,273,279	2,511	

RECEIPTS AND SHIPMENTS AT SAN FRANCISCO.

The receipts and shipments of grain and hay at San Francisco, Cal., during the month of October, as compared with the same period of the preceding year, were, according to T. C. Friedlander, secretary of the Produce Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, centals	1,340,668	1,594,017	1,315,227	1,542,084
Corn, "	34,796	17,161	2,773	317
Oats, "	99,565	86,608	1,492	3,130
Barley, "	499,442	746,895	462,224	648,749
Rye, "	4,140	75,897		37,151
Flaxseed, sacks	947	8,120		
Hay, tons	11,253	12,069	778	823
Flour, barrels	74,204	154,361	48,680	103,450

The grain dealers of Ohio are carrying a grain tester case through the courts, and have every chance of success. The "agriculturists" enacted a law prohibiting those buying grain from producers to use a tester of not less than a half bushel capacity, which, as every dealer knows, is impracticable. E. A. Grubbs of Cincinnati, the chairman of the committee in charge of the case, is ready to receive contributions to the defense fund, and it is hoped that Ohio dealers will be prompt in sending in their contributions.

RECEIPTS AND SHIPMENTS AT BUFFALO.

The receipts and shipments of grain and hay at Buffalo, N. Y., during the month of October, as compared with the same period of the preceding year, were, according to Wm. Thurstone, secretary of the Merchants' Exchange, as follows:

Articles.	Receipts by Lake.		Shipm'ts by Canal.	
	1897.	1896.	1897.	1896.
Wheat, bushels	10,482,300	8,072,484	1,181,617	1,683,347
Corn, bushels	6,268,796	9,181,559	1,746,254	292,555
Oats, bushels	7,556,220	4,932,090	914,232	1,292,615
Barley, bushels	2,605,304	4,447,193	701,035	1,397,524
Rye, bushels	736,539	889,500	370,083	654,946
Grass seed, lbs.	14,198	31,807		1,168,522
Flaxseed, bushels	438,437	1,734,512	*2,765,392	*4,500,430
Hay, tons				
Flour, barrels	1,700,740	1,586,353		6,313

* Pounds.

RECEIPTS AND SHIPMENTS AT MILWAUKEE.

The receipts and shipments of grain and hay at Milwaukee, Wis., during the month of October, as compared with the same period of the preceding year, were, according to Wm. J. Langson, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, bushels	1,304,687	1,590,000	188,150	629,300
Corn, bushels	633,750	302,250	637,481	185,650
Oats, bushels	1,059,000	1,800,000	792,614	1,708,100
Barley, bushels	1,731,200	2,607,000	894,950	1,677,994
Rye, bushels	194,935	330,395	177,959	226,300
Grass seed, pounds	380,660	1,663,130	221,200	1,078,410
Flaxseed, bushels	21,365	147,265	4,060	99,800
Hay, tons	1,354	2,488	91	330
Flour, barrels	187,350	208,750	378,186	315,302

RECEIPTS AND SHIPMENTS AT KANSAS CITY.

The receipts and shipments of grain and hay at Kansas City, Mo., during the month of October, as compared with the same period of the preceding year, were, according to E. D. Bigelow, secretary of the Commercial Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, cars	3,786,600	1,105,200	3,024,000	
Corn, cars	1,311,100	885,500	811,300	
Oats, cars	433,000	678,000	195,000	
Barley, cars	1,600	3,200	800	
Rye, cars	45,000	24,600	18,000	
Flaxseed, cars	39,000	35,000	5,500	
Hay, cars	7,100	12,760	1,170	
Flour, cars				
Bran, cars				

No record of shipments previous to 1897.

RECEIPTS AND SHIPMENTS AT CINCINNATI.

The receipts and shipments of grain and hay at Cincinnati, Ohio, during the month of October, as compared with the same period of the preceding year, were, according to C. B. Murray, superintendent of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, bushels	52,413	128,067	28,592	75,507
Corn, bushels	399,706	278,590	102,803	41,552
Oats, bushels	461,374	479,926	226,394	296,208
Barley, bushels	223,245	142,528	2,800	1,420
Rye, bushels	54,277	42,699	4,344	10,880
Clover Seed, bags	5,609	3,785	3,255	9,167
Timothy Seed, bags	10,619	9,887	2,838	4,917
Other grass seeds, bags	6,088	1,798	4,545	3,746
Hay, tons	10,152	9,045	5,044	1,483
Flour, barrels	177,648	157,714	141,652	110,873
Malt, bushels	55,591	50,368	44,145	23,276

RECEIPTS AND SHIPMENTS AT ST. LOUIS.

The receipts and shipments of grain and hay at St. Louis, Mo., during the month of October, as compared with the same period of the preceding year, were, according to George H. Morgan, secretary of the Merchants' Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, bushels	1,172,686	1,214,968	1,166,002	832,318
Corn, bushels	2,936,204	3,136,660	9,971,214	2,702,782
Oats, bushels	1,392,804	1,261,866	406,478	672,920
Barley, bushels	339,820	337,542	5,630	11,416
Rye, bushels	33,054	82,630	92,890	61,616
Hay, tons	12,285	16,451	2,774	4,965
Flour, barrels	149,335	168,520	200,000	233,065

RECEIPTS AND SHIPMENTS AT PEORIA.

The receipts and shipments of grain and hay at Peoria, Ill., during the month of October, as compared with the same period of the preceding year, were, according to R. C. Grier, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, bushels	40,800	196,800	4,200	157,400
Corn, bushels	1,749,300	1,773,350	377,800	886,750
Oats, bushels	825,500	2,881,000	894,000	2,692,050
Barley, bushels	231,000	247,500	175,900	217,000
Rye, bushels	8,600	27,600	6,000	1,800
Mill Feed, tons	435	480	5,220	6,067
Seeds, pounds	420,000	270,000	390,000	300,000
Broom Corn, pounds	45,000	330,000	45,000	272,550
Hay, tons	3,800	1,040	560	504
Flour, barrels	22,350	27,825	22,050	27,600
Spirits and Liquors, bbls.				
Syrup and Glucose, bbls.				

RECEIPTS AND SHIPMENTS AT DULUTH.

The receipts and shipments of grain and hay at Duluth, Minn., during the month of October, as compared with the same period of the preceding year, were, according to Frank E. Wyman,

INSPECTED RECEIPTS AT CHICAGO

According to the report of Chief Grain Inspector E. J. Noble, the grain received at Chicago during October, 1897, was graded as follows:

WINTER WHEAT.

Railroad.	White.				Hard.				Red.				No G'de.
	2	3	4	1	2	3	N	G	1	2	3	4	
C. B. & Q.				14	156	157	7		1	1	1		
C. R. I. & P.				3	1	3					2		
Chicago & Alton				3	1021						1		
Illinois Central				3	1	2				2	1		1
Freeport Div. I. C.													
Galena Div. C. & N. W.				1	2	75	27						
Wis. Div. C. & N. W.													
Wabash				1						5	2		
C. & E. I.					2				1	7	1	1	
C. M. & St. P.										9	3		
Wisconsin Central													
Chicago & Great West													
A. T. & S. Fe.				8	20	822				1	5	1	
E. J. & E.				3	2								
Through and special					30	89				22	20	11	1
Total each grade	3	134	289	1975	14				24	46	28		4
Total winter wheat													2518

SPRING WHEAT.

Railroad.	Colo- rade.		Northern.	2	3	4	No Grade.	White.				Mixed Wheat.
	2	3						4	2	3	4	
C. B. & Q.	2		1	186	1130	54		1	9	31	1	9
C. R. I. & P.	2				179	42				1		8
Chicago & Alton					1							
Illinois Central												
Freeport Div. I. C.			45	2	85	7						
Galena Div. C. & N. W.	1		168	34	703	51	2	1				
Wis. Div. C. & N. W.						2				2		
Wabash				27	39	3						
C. & E. I.			6	23	373	87						5
C. M. & St. P.												
Wisconsin Central				1	11	2						
Chicago & Great West												
A. T. & S. Fe.					4	1						
E. J. & E.				1	6	15	12					
Through and special			26		14	7						
Total each grade	5		246	274	2503	274	14	2	9	34	1	24
Total spring wheat												3,381

CORN.

Railroad.	Yellow.				White.				No Grade.
	2	3	4	1	2	3	4	1	
C. B. & Q.	1,384	205	70	56	2,646	377	78	1	
C. R. I. & P.	275	129	18	3	921	514	251	2	
Chicago & Alton	575	28	123	1	721	11	37		
Illinois Central	694	58	168	19	592	44	1		
Freeport Div. I. C.	35	20	3	1	119	115	16		
Galena Div. C. & N. W.	344	184	35	25	445	235	215	2	
Wis. Div. C. & N. W.									
Wabash	145	50	104	16	265	59	33	4	
C. & E. I.	282	13	124	12	268	27	3		
C. M. & St. P.	136	65	8	9	299	166	61		
Wisconsin Central									
Chicago & Great West	48	31	4	4	81	137	21		
A. T. & S. Fe.	142	4	67	3	382	23	28	1	
E. J. & E.	142	86	35	8	719	355	147	36	
Through and special	37	8			110	26	44	2	
Total each grade	4,246	882	749	163	7,642	2,091	935	48	
Total corn									16,756

OATS AND RYE.

Railroad.	OATS.				RYE.			
	White.				No Grade.			
C. B. & Q.	104	8	1098	10	152	31		6
C. R. I. & P.	149	29	860	8	23	39		1
Chicago & Alton	8	1	176	1	74	10		1
Illinois Central	41	3	517	5	177	98		3
Freeport Div. I. C.	19	38	810	2	13	21		4
Gal. Div. C. & N. W.	179	51	1016	3	87	19		1
Wis. Div. C. & N. W.	14	10	122	1				
Wabash	39	9	168	16	58	48		1
C. & E. I.	15	1	340	15	128	82		1
C. M. & St. P.	131	14	1036	6	59	14		1
Wis. Central								
Chi. & Great West	30		235	4	15	36		1
A. T. & S. Fe.	33	11	143	1	29	16		1
E. J. & E.	142	53	500	1	16	4		1
Thro and special	6		55		252	7		1
Total ea. grade.	910	228	6585	76	1083	490	14	10
Total oats								
Total rye								

* White Clipped.

BARLEY.

Railroad.	Bay/Brewing.				Chevalier.				No Grade.	Total No. Cars all Gr'n by Roads
	3	3	2	3	4	5				
C. B. & Q.										8,508
C. R. I. & P.										4,023
Chicago & Alton										2,813
Illinois Central										2,429
Freeport Div. I. C.										1,230
Galena Div. C. & N. W.										4,314
Wis. Div. C. & N. W.										523
Wabash										1,102
C. & E. I.										1,333
C. M. & St. P.										3,662
Wisconsin Central										9
Chicago & Great West										830
A. T. & S. Fe.										1,559
E. J. & E.										2,453
Through and special										817
Total each grade	1		9	1,338	1,721	201			10	36,110
Total barley										3,280
Total grain, cars										36,110

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, Nov. 13, 1897, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Albany		150,000	100,000		20,000
Baltimore	1,701,000	991,000	188,000	243,000	
Boston	497,000	1,077,000	105,000		
Buffalo	1,985,000	2,121,000	693,000	197,000	1,170,000
do. afloat					
Chicago	4,488,000	19,786,000	1,455,000	729,000	494,000
do. afloat					
Cincinnati	9,000	18,000	33,000	14,000	72,000
Detroit	360,000	151,000	7,000	43,000	4,000
Duluth	2,304,000	803,000	647,000	680,000	738,000
do. afloat					
Indianapolis	174,000	152,000	25,000	1,000	
Kansas City	1,520,000	332,000	87,000	119,000	
Minneapolis	242,000	344,000	51,000	32,000	151,000
do. afloat					
Montreal	8,733,000	1,299,000	3,162,000	114,000	19,000
New York	3,759,000	10,436,000	3,790,000	587,000	183,000
do. afloat					
Oswego	21,000	129,000		8,000	137,000
Peoria	4,000	802,000	123,000		11,000
Philadelphia	995,000	1,000,000	34,000		
St. Louis	1,493,000	1,718,000	650,000	191,000	25,000
do. afloat					
Toledo	435,000	432,000	403,000	99,000	
do. afloat					
Toronto	51,000		5,000		30,000
On Canals	423,000	396,000	282,000	235,000	594,000
On Lakes	1,757,000	1,240,000	1,784,000	382,000	648,000
On Miss. River	130,000				
Total	31,973,000	43,439,000	14,285,000	3,797,000	4,324,000
Corresponding date 1896	61,008,000	18,196,000	12,759,000	2,708,000	6,250,000

GRAIN IN STORE AT OTHER POINTS.

In addition to the above, there was in store at the points named below, on the 10th day of the month, the following grain:

	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Nov. 10, 1897	821,051	2,009,770	882,207	11,635,555	
Nov. 10, 1896	444,989	1,970,204	165,674		19,317

Flax in 1897, 50,000 bushels.

The grain included in the foregoing table was in store at the following points:

Ogdensburg, N. Y., on Nov. 10, 1897, wheat, 80,000; corn, 750,477, and oats, 112,200 bushels. On Nov. 10, 1896, corn, 592,690; oats, 39,810. Reported by J. G. Westbrook, agent Ogdensburg terminal.

Newport News, Va., on Nov. 10, 1897, wheat, 96,690; corn, 477,535; oats, 282,745; rye, 63,555 bushels. On Nov. 10, 1896, wheat, 22,455; corn, 633,995; oats 112,535. Reported by W. S. Upshur, agent C. & O. Elevator.

Richmond, Va., on Nov. 10, 1897, corn, 44,756; oats, 14,462. On Nov. 10, 1896, wheat, 28,804; corn, 18,074; oats, 13,329. Reported by F. E. Swain, agent Richmond Elevator.

Cleveland, Ohio, on Nov. 10, 1897, wheat, 105,000; corn, 320,000; oats, 456,000 bushels. Reported by F. A. Scott, assistant secretary, Chamber of Commerce.

Erie, Pa., on Nov. 10, 1897, wheat, 216,200; corn, 379,550; oats, 16,800; flaxseed, 50,000. On Nov. 10, 1896, wheat, 228,500; corn, 172,810; barley, 19,317 bushels. Reported by Douglas Benson, secretary Board of Trade.

Galveston, Texas, on Nov. 10, 1897, wheat, 323,161; corn, 37,452. On Nov. 10, 1896, wheat, 165,230; corn, 552,635. Reported by J. J. Davis, secretary Galveston Wharf Co.

RECEIPTS AND SHIPMENTS AT TOLEDO.

The receipts and shipments of grain and hay at Toledo, Ohio, during the month of October, 1897, as compared with the same period of the preceding year, were, according to Denison B. Smith, secretary of the Produce Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, bushels	541,149	924,420	465,100	796,600
Corn, bushels	445,354	280,645	493,325	202,600
Oats, bushels	133,746	45,900	219,000	5,700
Barley, bushels				
Rye, bushels	91,134	117,950	85,100	144,500
Clover Seed, bags				
Flour, barrels	5,021	8,870	187,984	240,155

OUR CALLERS

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

E. M. Leflang, Lexington, Nebr.
J. S. Leas, of Barnard & Leas Mfg. Co., Moline, Ill.
B. F. Ryer, Secretary of the Huntley Mfg. Co., Silver Creek, N. Y.
H. W. Richards, representative of the Dodge Mfg. Co., Mishawaka, Ind.

RECEIPTS AND SHIPMENTS AT NEW ORLEANS.

The receipts and shipments of grain, etc., at New Orleans, La., during the month of October, as compared with the same period of the preceding year, were, according to Hy. H. Smith, secretary of the Board of Trade, as follows:

Articles.	Receipts.	
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CROP REPORTS

[Readers will confer a favor by sending us reports each month of the acreage and condition of growing crops, the amount of grain and hay in farmers' hands and stocks in store, for publication in this department.]

KANSAS.—There is a largely increased area of wheat sown in Western Kansas, so much so that there has been difficulty in procuring a sufficient number of drills to perform the work laid out.

NEBRASKA.—Very excellent reports have come from all parts of Nebraska regarding the winter wheat acreage, and the condition of the growing crop. The amount sown in some localities is 25 per cent. greater than last year, and will average 15 per cent. greater for the state at large.

GOVERNMENT CROP REPORT.—United States Department of Agriculture, Division of Statistics, Washington, D. C., Nov. 10, 1897. **CORN.**—The November report of the statistician of the Department of Agriculture will give 23.7 bushels as the average yield per acre of corn, according to the preliminary returns of the department's correspondents. The corresponding preliminary estimate last year was 27.3 bushels, and that of 1895 26.2 bushels. The average yield in the principal corn states is as follows: New York, 32.5; Pennsylvania, 36; Ohio, 32.5; Indiana, 28; Illinois, 31.5; Iowa, 29; Missouri, 25; Kansas, 19; Nebraska, 29. The average per cent. of quality is 86.3, as compared with 88.4 in 1896, and 92.3 in 1895. **BUCKWHEAT.**—The preliminary estimate of the average yield of buckwheat is 20.7 bushels per acre, as compared with 18.7 bushels last year, and 20.1 bushels in 1895. The averages in New York and Pennsylvania, the two states of principal production, are 22 and 21 bushels per acre respectively. The average per cent. of quality is 94.3, as compared with 94.7 in November of last year. **TOBACCO.**—The average yield per acre of tobacco is 646 pounds, against 679 pounds per acre last year, and 743 pounds in 1895. **POTATOES.**—The estimated average yield per acre of Irish potatoes is 64.6 bushels, as compared with 86.8 bushels last year, and 100.7 bushels in November, 1895. The average per cent. of quality is 81.3, against 89.2 in November last and 94.8 in November, 1895. **HAY.**—The average yield of hay is 1.42 tons per acre, against an average of 1.21 tons per acre for the last fifteen years. In point of quality the average is 92.8 per cent., as compared with 92.9 per cent. in November, 1896, and 91.3 per cent. in 1895.

Favorable conditions for the sowing of the fall crops are reported from most parts of Europe, and the condition of the crops so far as sown is likewise favorable. The opinion is freely expressed that an increased area has been sown in wheat, but this appears to be more as a matter of inference from the natural tendency of high prices to produce such an effect than as an observed fact. The crop reports from India continue favorable, and on the whole this is true as to those from Argentina and Australasia, but in all these countries the harvest is too remote to permit any very confident prediction as to the final outcome. In the case of Argentina, it may prove that more damage has been done by the locusts and the spring frosts than is yet apparent. There is nothing to indicate that the wheat shortage in Europe is any less than has been supposed, while the crop of Manitoba is now represented to be much below the official estimate issued in August, and that of the Canadian Northwest Territories has also proved disappointing. **JOHN HYDE**, Statistician.

MICHIGAN.—Department of State, Lansing, Nov. 8, 1897.—The average condition of wheat on November 1 was in the southern counties 75; central, 88; northern, 103, and state, 82, comparison being with vitality and growth of average years. The condition in the southern counties, where 85 per cent. of the crop is grown, is 13 per cent. lower than one year ago. The average condition in the state in previous years has been: 1896, 90; 1895, 78; 1894, 91; 1893, 89; 1892, 87, and 1891, 91. The severe drouth prevailing at the date of the October report was not broken in the southern and central sections of the state until October 11. Light rains occurred on the 5th and 8th, but not in sufficient amount to be of benefit. On the 11th and 12th storms occurred generally throughout the state, the rainfall being sufficient to afford relief. Since this storm wheat has made fairly good progress. On fields favorably situated it is looking well, but a large proportion of the fields are more than ordinarily spotted. This is particularly true of rolling fields where the tops and sides of hills are practically bare. There was a second general rain on the 19th-22d, and a lighter one on the 31st. These rains have been of great immediate advantage, but heavy, soaking rains are yet needed to place the ground in usually wet condition at the opening of winter. The rains in August, September and October were more abundant in the northern counties and wheat there is in fine condition.

The estimates indicate that the area seeded to wheat this fall is 6 per cent. greater than sowed in the fall of 1896. The estimated excess in the southern counties is 4 per cent., in the central 6 per cent., and in the northern 15 per cent. The total number

of bushels of wheat reported marketed by farmers since the October report was published is 1,962,963, and in the three months, August, September and October, 5,597,995. This is 2,198,821 bushels more than reported marketed in the same months last year.

The average yield of corn per acre in the state is estimated at 61 bushels of ears, equal to about 30 bushels of shelled corn. The estimate for the southern counties is 60, central, 63, and northern, 61 bushels of ears. The average for the state is 3 bushels lower than made October 1.

The area of clover seed harvested is large, at least much larger than in any late year, and the estimated average yield higher than ever yet reported in the farm statistics. The yield in the state is estimated at 1.92 bushels, in the southern counties at 1.87, central, 2.16, and northern, 2 bushels per acre. Potatoes are estimated to yield in the state 64 per cent. of an average crop. The estimate for the southern counties is 60, central, 63, northern, 85, and upper peninsula, 96 per cent. **WASHINGTON GARDNER**, Secretary of State.

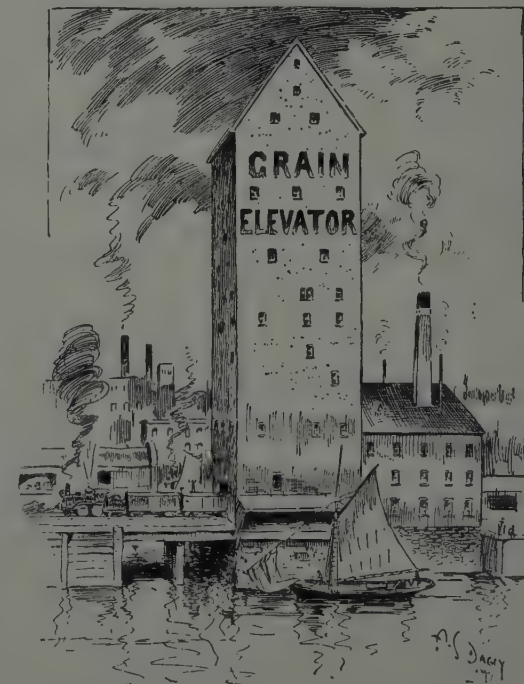
KENTUCKY.—Condition of crops Nov. 1, 1897.—The report for November is made up from replies received from 116 correspondents from 82 counties. More than the usual number of counties failed to report this month, and the report, for this reason, cannot claim to be as full as for former months.

WHEAT.—The acreage seeded to wheat up to November 1, as compared to acreage of 1896, is 90 per cent. Remarks of correspondents indicate that the present acreage will be increased should the season permit of fall plowing during November. Figures on the number of acres are for this reason withheld until next month. The condition of the crop as compared with average years is 62. On Nov. 1, 1896, the condition was 96. It is estimated that 16 per cent. of the crop will have to be resown. Rain fell throughout the state on the night of October 31, and there is yet time to resow should it be necessary. Only a small proportion of the crop is above ground and in some cases it is coming up in spots here and there through the fields. No complaint is made of damage from insects save in Christian County, where two correspondents report worms doing great damage. **THE DROUTH.**—The drouth which ended with the rain on night of October 31 was, in extent of duration, one of the severest on record. Its effect on crops, however, was mitigated by the fact that it did not set in until crops were saved or advanced to a stage where serious injury was impossible. The western section of the state was the first to feel its effects, or to be more exact, a section a short distance west of the central portion of the state comprising a strip extending from Daviess and Hancock counties south to the Tennessee line. Here the drouth set in as early as June 20, and the damage to the corn crop alone is enormous; but further west the early corn had reached a stage where a fair crop was assured before the effect of the drouth was felt. Gradually it extended east until by August 20 the entire state was in its grasp, and from that date until October 31 only local showers of the slightest character occurred. Added to this, extreme heat prevailed to such an extent that streams and springs that were never known to fall before dried up, and the water supply had become the most serious question that ever confronted the farmers and citizens generally of Kentucky. The ground early became too hard to plow, and wheat seeding came to a standstill, except in corn and tobacco land. Some early sown wheat found sufficient moisture to enable it to reach the surface, where it was exposed to the burning sun and drying winds for a period of from four to six weeks, with what result cannot be told until recent rains have time to show what can be done in the way of reviving parched vegetation. The wheat crop has been postponed to a time when a favorable winter will be required for an average crop, and although many instances may be cited where wheat sown in this state as late as November 20 has produced good yields, the outcome of the wheat crop of 1898 depends to an unusual extent upon a train of favorable circumstances. It is now too late to expect any benefit to pastures in the way of supplying grazing, and feeding will have to be continued. In view of the continued amount of feed already expended in advance of the usual time when feeding begins it behooves us to practice more than the usual economy in feeding during the winter. **LUCAS MOORE**, Commissioner of Agriculture.

OHIO.—In the official report of the Ohio Department of Agriculture on the acreage and condition of crops Nov. 1, 1897, estimates are deduced from the monthly reports of the regular township crop correspondents of the department, every county, and nearly every township in the state being represented in the returns. For acreage comparison is made with the area seeded last year, condition or prospect is by comparison with a fair average. **WHEAT.**—Area sown in 1896, 2,161,295 acres; area sown this fall compared with last year, 91 per cent.; estimated area sown in 1897, 1,974,535 acres; condition compared with an average, 51 per cent.; average date of seeding, September 29; condition of soil at time of seeding, generally bad. **BARLEY.**—Area sown in 1896, 13,925 acres; area sown this

year compared with last year, 89 per cent.; total estimated area in 1896, 1,191 acres; condition compared with an average, 62 per cent. **RYE.**—Area sown in 1896, 35,675 acres; sown this fall compared with last year, 80 per cent.; estimated area sown in 1896, 28,547 acres. **CORN.**—Prospect compared with an average, 79 per cent.; **BUCKWHEAT.**—Prospect compared with an average, 72 per cent.; **CLOVER SEED.**—Prospect compared with an average, 112 per cent. **POTATOES.**—Area planted in 1897, 125,217 acres; average product per acre, 47 bushels; total estimated product, 5,944,939 bushels; affected by rot, 3 per cent. **APPLES.**—Product compared with an average, 23 per cent. **HOGS.**—Condition compared with an average, 95 per cent.; number to be fattened compared with 1896, 91 per cent. **COMMERCIAL FERTILIZERS.**—Farmers using on wheat, 41 per cent. As predicted in the report of October 1, the wheat area has been cut short by the drouth that prevailed during September, and that continued unbroken until the first of November. Owing to the unfavorable weather conditions many farmers were compelled to delay seeding, and some concluded not to seed fields that were intended for wheat. A great portion of the wheat that was seeded has not made its appearance, there having been insufficient moisture in the ground to germinate the seed. Wheat that is up, even fields that are well covered, shows a weak, thin plant that will readily succumb to frosts, and unless favorable weather prevails to strengthen the plant, it will go into winter in poor condition, and much may have to be plowed up in the spring. The wheat area is already very short. The estimate shows but 91 per cent. of the area seeded last fall for the harvest of 1897. The shortage represents 194,516 acres, which upon the basis of last year's production would affect the harvest of 1898 to the extent of about three and one-half millions of bushels. Wheat areas for the past five years have been, in 1894, 2,515,566 acres; 1895, 2,225,534 acres; 1896, 2,011,708 acres; 1897, 2,161,295 acres; 1898, 1,974,535 acres. November 1 the drouth was broken, and if the month continues favorable, there will be still some fields seeded to wheat and fields reseeded where the wheat has not germinated, but the amount will not be great. Corn husking progressed slowly owing to the very dry condition of the fodder. In many localities the corn is not husking out so well as was anticipated, and the grain is loose on the cob. Clover seed is compared with an average product, and not with the product of a year or two past. It shows an abundant crop. In some sections of the state very large, compared with a good average, and as compared with the last two years double and even more. Pastures are about dried up, and farmers have been feeding stock for some time past. The potato crop is a very light one for the state, averaging but 47 bushels per acre, against 93 bushels per acre last year, with a total product of 5,944,939 bushels, against 12,852,147 bushels last year, besides 3 per cent. is estimated to be affected by rot.

A story comes from Butler, Ind., that is certainly on a par with those which are scheduled to arrive at regular and frequent intervals from the vicinity of the Pinkamink marsh in that state. It is to the effect that two young men, carrying samples of a fine grade of tea, sold to hundreds of farmers in that vicinity, at 30 cents per pound, tea which upon examination proved to be cloverseed mixed with a little tea. Next!



WHERE BIG CROPS ARE ALWAYS RAISED.—JUDGE.

WATERWAYS

The Illinois and Michigan Canal will be officially closed for navigation from Bridgeport to La Salle on November 15.

The steamer Clenfarg sailed from Puget Sound, Wash., November 2, with 170,430 bushels of wheat. The cargo was valued at \$140,000.

The side of the Soulanges Canal in the province of Quebec, Can., for a distance of 1,300 feet and a depth of 70 feet fell in recently. The damage was estimated at \$100,000.

Very large shipments of wheat have been made recently from Puget Sound, Wash., to foreign countries. One morning four vessels left that port carrying cargoes aggregating 500,000 bushels.

A number of prominent lumbermen of Minnesota are figuring on building a canal from Buffalo Bay, on the Lake of the Woods, to the Seine River. The plan is said to be feasible as there is a fall of 300 feet and over between these two points.

The Prescott Elevator Company of Montreal, Que., has closed the contract for the construction of three large steel tow barges to be used in conveying grain from Fort William to Montreal. The barges will have a capacity of 40,000 bushels each.

A fleet of about 100 British steamships is now on the way to Baltimore, Md., and nearly all will take full or part cargoes of grain to Europe. It is expected that the close of the year 1897 will see the high water mark in the history of the commerce of that port.

The number of vessels which passed through the Sault Ste. Marie Canal this season was 13,156, or 1,894 less than for the corresponding period of 1896; the total freight carried, however, aggregated 13,589,183 tons, an increase of 795,742 tons over the corresponding period of 1896.

The 21-foot channel which was commenced last year in the Manitowoc harbor at Manitowoc, Wis., is being completed. The channel will have a width of 180 feet. The government officials expect to complete the work before January 1. Manitowoc harbor will then have the first 21-foot channel on Lake Michigan.

The exports of wheat from the port of Duluth during October were the largest ever known in the history of the customs office. The total amount of bonded wheat to go through from Manitoba aggregated 864,989 bushels, and there was exported 249,251 bushels of American wheat. There was also exported 38,800 barrels of flour.

The St. Louis and New Orleans Barge Line Co. of St. Louis, Mo., recently examined the plans of a steamboat which its inventors, Captain Ed. Montgomery and Cave Thompson of Chicago claim will carry all of the grain and bulk freight that will be offered for shipment from St. Louis to New Orleans, and do it at any and all seasons of the year.

An application has been made to the Secretary of War for permission to close St. Mary's Falls Canal on November 15 this year in order to hasten forward the construction of the new gates that will be built this winter. This is a little earlier than usual, yet this early closing of the canal will work no hardship upon vesselmen, as the Canadian Canal will be at their service.

The Chicago & Northwestern Railroad Company will do a considerable amount of dredging this fall about its dock property at Manitowoc, Wis. It is its intention to dredge the Northwestern slip and the river around the Flint & Pere Marquette Railroad Company's docks to a depth of 19 feet, so as to accommodate the largest of boats for the flour and grain trade. The officials of the company are putting in a direct line of steamers between Manitowoc and Buffalo for this trade.

Major Symons, of the Corps of Engineers, U. S. A., in his report on the cost and utility of a ship canal to connect the Great Lakes with the navigable waters of the Hudson River, to be constructed wholly within the United States, pronounces very decisively against the practicability of such an enterprise. He maintains that the benefits to be derived would not be commensurate with the cost of construction and maintenance of the work and that the main object contemplated—reduction of cost of transportation—can be more effectually accomplished at less than one-fourth the cost.

The progress of work on the Erie Canal has awakened the Canadian Government to the necessity of doing something to retain the St. Lawrence route's share of the export grain trade. At a recent conference at Montreal of representatives of the government, it was decided that the harbor facilities of Montreal should be greatly improved, and plans were submitted for the construction of a number of new docks with modern equipments. It was also decided to push forward the improvements on the canals as rapidly as possible. The Welland Canal will be still further deepened and the St.

Lawrence canals will be enlarged and deepened. The channel between Quebec and Montreal will be deepened to a depth of 30 feet.

There were 27 steamships in port at Philadelphia, Pa., on November 8, under charter to load grain for European ports. The steamers will carry an aggregate of 3,100,000 bushels of corn and wheat. The shipments of corn from that port up to November 8 amounted to nearly 22,000,000 bushels, against less than 7,000,000 in 1896, and of wheat 3,993,889 bushels against 3,840,616 bushels in 1896.

The receipts of grain at Buffalo by lake aggregated 156,174,509 bushels from the opening of the season of navigation to November 1. The receipts for the same period of 1896 were 128,899,210 bushels, showing an increase for this year of 27,275,299 bushels. The receipts by lake during the month of October aggregated 28,247,569 bushels, almost reaching the large receipts of 1896, which were 28,263,210 bushels.

Several surveying parties are in the field going over the route of the proposed ship canal. One party is at work on the line of the proposed Niagara Falls ship canal. Another party is at work near the International Bridge above Buffalo, determining the discharge of the Niagara River. Two other parties have been organized to go over the route through Oneida Lake and the Mohawk Valley to the Hudson River.

The sum of \$9,000,000 which the state of New York in 1894 voted to the improvements of the state canals has been nearly all expended and only a small part of the expected improvements have been made. It is now estimated that to carry out the original plan of improvements, a sum not less than \$4,000,000 or \$5,000,000 will be required. The original plans including the widening and deepening of the channels, the rebuilding of the locks so as to permit the passage of larger boats and the banks were to be constructed so as to resist the wash of the water caused by steam motors of greater speed than those in previous use.

The eastward movement of flour and grain from the West through Buffalo from the opening of navigation to October 31, was as follows: Grain 157,450,525 bushels and flour 9,304,689 barrels. This is an increase of 26,000,000 bushels of grain and nearly 2,000,000 barrels of flour over last year. The shipments of flour and grain eastward by the Erie Canal were much less than last year. From the opening of navigation to October 31 there was shipped by canal 21,940,189 bushels of grain against 32,146,385 bushels last year, and 15,414 barrels of flour against 62,050 barrels last year. The clearances of boats for the same period were 3,990 against 5,140 last year.

BOOK NOTICES.

GRAIN DEALERS' & SHIPPERS' GAZETTEER.—This is the issue for 1897-98 of the Freight Agents' Official Grain Dealers' and Shippers' Gazetteer, compiled by Alfred C. Clark, who has published the work for several years. It contains the Grain Inspection Rules of the States of Illinois, Michigan, Minnesota, Missouri, Ohio, Pennsylvania and Wisconsin. The bulk of the book is occupied with the lists of grain dealers, millers and shippers on most of the principal railroads of the country. The book is valuable for all who have occasion to use lists of grain men, millers and shippers. It makes a volume of 266 pages, octavo, bound in cloth. We can furnish it to those wishing it at \$2 per copy.

FREE BANKING.—Probably the banking question will be as much in evidence the next year or so as the money question has been for the past two years, and "Free Banking a Natural Right," by James A. B. Dilworth, may be counted a timely volume whether one agrees with the author's position or not. Probably most readers would condemn Mr. Dilworth's ideas. He seeks to prove that the monopolization of money (the money of issue) by governments or great chartered banks like the Bank of England is a disregard of natural rights and a limitation of freedom to opportunity. He seeks also to show that money is not an essential concomitant of commerce, but that credit is, and that "civilization can more readily dispense with legal tender money than with credit money." "The best money," says Mr. Dilworth, "to promote the welfare of communities is money of that character that makes it acceptable to those of the community for whose interest it is issued, and is to them of value equal to the safest money, yet of so little intrinsic value that it will not be attracted from the community for whose interest it was issued." Such propositions are likely to startle some people; most people, in fact; but Mr. Dilworth argues his points temperately, and if his book does nothing else, it will give some readers, at least, a view of the functions of banks and credit money that they did not have before. His argument that poor money that will stay in the neighborhood of its issue, as it most certainly would under free banking, is pretty good money for the people of that neighborhood to use,

is not new; it has long been used by advocates of state banking; it is not altogether devoid of point, either. The weak point, as we see it, in Mr. Dilworth's plan, is that it would do a great deal more than he thinks it would. Free banking would not only develop things generally, but schemes and bubbles as well, and a day of collapse and liquidation would be inevitable and frequent. The book is forcibly but modestly written, and is well worth perusal by students of financial questions. It makes a handsome 16mo volume of 212 pages, bound in cloth. The price is \$1. It is published by the Continental Publishing Co., 25 Park Place, New York.

PRESS COMMENT

WILL NOT LOWER WASHINGTON GRADES.

State grain inspectors do not contemplate the lowering, by one pound, of the standards for No. 1 wheat, in response to requests from interior warehousemen. Tacoma exporters, however, are putting the most liberal construction possible upon grades in securing wheat to dispatch spot tonnage, and shippers who have purchased with a reasonable degree of conservatism ought not to be suffering to an oppressive extent.—West Coast Trade, Tacoma.

THE METRIC SYSTEM.

The metric system has much to conquer before it becomes universal, but it is making rapid strides toward ultimate success. Its standards unquestionably facilitate the keeping of accounts, and give one a great deal in common with the world. With our decimal money system, we have a good start made upon the metric gradations, and our arithmetic classes have always paid more attention to the French standards than corresponding classes in English schools.—Boston Journal.

THE WORLD WILL NOT STARVE.

If, as someone contends, corn could be raised in the West at 6 cents per bushel, there need be no danger of the world starving to death, but while corn cannot as yet be raised at any such cost, there is no need of the world, or any considerable portion of it, suffering for food if the matter of distribution can be managed. Bursting bins in the West and famishing multitudes in the far East have borne testimony this year to the imperfect facilities for distributing the necessities of life.—Drovers' Journal, Chicago.

RAILROADS AND GOOD ROADS.

Good roads are a convenience and a pleasure for the wheelmen, but for the railroads they are an important factor in economical operation. This is particularly true in the agricultural districts. Given good roads and the shipments of produce would not be controlled by the limitations of possible haulage but would be distributed throughout the year, and railroads, instead of experiencing the present condition of being overcrowded for one-half of the year with little to do in the other half, would find that the continuous movement from the farms to the railroad station would create a similar movement on the railway.—Railway and Engineering Review.

WEAKNESS OF BUSINESS METHODS.

The manner in which a number of prominent grain dealers of this city have, to a greater or less degree, been victimized in the usual course of trade is not at all surprising inasmuch as such events are to be expected and allowed for in the course of business as it is now conducted. The occurrence is valuable, however, in that it indicates a well-known weakness of the business methods of to-day. The presumption is that there are remedies for all wrongs in law. The fact is that in such transactions as those involved in this grain case the seller has little or no protection. A statesman who will invent a sufficient remedy for this trouble will have his name called blessed.—Journal, Peoria, Ill.

GAMBLING AND BONA FIDE CONTRACTS.

The impossibility of discriminating between contracts that are bona fide and contracts that merely pretend to be bona fide is the insuperable obstacle in the way of suppressing gambling on the Board of Trade and in the bucket shops. There is more bucket shop business going on in this country to-day than ever before, but it is all done on contracts that state in plain terms that the transactions are bona fide and that actual delivery of grain is intended by both buyer and seller, so that the persistent fight on bucket shops that has been made for many years has been devoid of any other effect than to intrench the bucket shop operators behind the forms of law. It is as impossible to suppress them as it is to differentiate between the purely gambling operations and the genuine trading in grain for future delivery on the regular Boards of Trade.—Kansas City Star.

ELEVATOR

GRAIN NEWS

An elevator is being built at La Rose, Ill.

A new elevator is being built at Potter, Wis.

F. D. Voris is building an elevator at Neoga, Ill.

An elevator has been built at Waynetown, Ind.

Luse's elevator at Ross, Iowa, is nearly completed.

John Workman is building an elevator at Curran, Ill.

Mr. Wing is building an elevator at Maquon, Ill.

W. E. Harris is building an elevator at Cowan, Ind.

The new elevator at Hemlock, Ind., is nearly completed.

Another new elevator is being built at Little York, Ill.

Elmer Thayer has built a grain store at Woods-ville, N. H.

H. S. Dowd is erecting a fine grain elevator at Quyon, Ont.

Noble & Frede have their elevator completed at Watson, Mo.

T. P. Powell has sold his grain business at Linn Grove, Iowa.

T. Kellett has leased Geo. Rodgers' elevator at Sewell, Man.

W. I. Miller & Co. have completed an elevator at Fairdale, Ill.

M. Hennesy has just completed his elevator at Orient, Iowa.

There is talk of a grain elevator being erected at Randolph, Ill.

The elevator at New Ross, Ind., has been enlarged and improved.

Edward Hill has erected a grain warehouse at Franklyn, N. J.

The Heller grain elevator at McGuffey, Ohio, has been remodeled.

McC. Wininger has built a large grain store at Kalispell, Mont.

Thos. Wilson of Melvin is operating an elevator near Flint, Mich.

An elevator has been built at Brand, and another at Ward, S. Dak.

Booth Bros. of Batavia, Ill., are building an elevator and feed mill.

Moynihan & Anderson are building a grain store at North Creek, N. Y.

D. J. Cope is building an elevator on the old mill site at Lewisville, Ind.

D. Livey is reported as building a 60,000-bushel elevator at Walnut, Ill.

It is said that Counselman & Co. will build an elevator at Holmes, Iowa.

E. R. Ulrich & Son have improved their elevator plant at Lanesville, Ill.

L. T. Hutch & Co. have built an addition to their elevator at Milford, Ill.

The Mt. Pulaski Grain Co. has rebuilt some of its cribs at Latham, Ill.

Hartley Bros. have retired from the grain business at Remington, Ind.

F. H. Crane & Sons are building a grain elevator at South Quincy, Mass.

Robt. Hess has rented the elevator at Clark's Lake, Jackson Co., Mich.

J. S. Sellers has leased and is operating the elevator at Darlington, Ohio.

A. A. Thorp has made extensive repairs on his grain elevator at Flagg, Ill.

J. B. Drake's new elevator at Kappa, Ill., is nearly ready to open for business.

It is reported that a 500,000-bushel elevator will soon be built at La Crosse, Wis.

P. Sheerman has recently made improvements in his elevator at Chapman, Kans.

H. Langhman has opened his warehouse and is buying grain at Rockford, Wash.

Improvements have recently been made in the Kibby Elevator at Roberts, Wis.

The Peavey Elevator Co. has recently erected a steel tank elevator at Lake Crystal, Minn. It is

50 feet high, 35 feet in diameter, and has a capacity of 50,000 bushels.

J. D. Robbins & Co. have sold their grain business at Hastings, Iowa, to J. R. Graham.

A grain elevator and potato warehouse was recently completed at Rothbury, Mich.

The St. Paul & Kansas City Grain Co. has purchased an elevator at Hornick, Iowa.

O'Connor Bros. have sold their elevator at Lee, Iowa, to Buell & Morse of Livermore.

It is said that a stock company is being formed to build an elevator at Jamestown, Ind.

The Marsden Cellulose Co. has located at Fairbury, Ill., its fifth factory in the state.

The new building of the Farmers' Elevator Co. at Lumsden, Assiniboia, is completed.

J. M. Carley has succeeded E. W. Swanson in the grain business at Litchfield, Minn.

C. F. Scholer, a grain dealer at Narka, Kans., has been succeeded by the Walker Grain Co.

W. W. Albright will continue the grain business, etc., of Harris & Albright at Lewis, Iowa.

R. E. McKenzie is operating the elevator at the Canadian Pacific station, Wingham, Ont.

John R. Martin is putting in new machinery and enlarging his elevator at East Nelson, Ill.

H. H. Carr & Co. of Chicago will rebuild their elevator recently burned at Broadlands, Ill.

N. C. Rasmussen has sold his mill at Callender, Iowa, and will probably build an elevator.

Weld & Beck have erected a grain elevator near the River Street bridge, Southbridge, Mass.

The Iron Elevator Co. will erect a \$4,000 grain warehouse on Hamilton Street, Toledo, Ohio.

The Morehouse seed warehouse at Toledo, Ohio, is expected to be ready for use by December 1.

W. S. Maddrey has succeeded to the grain business of W. Clements & Co., Amarillo, Texas.

It is reported that a large granary will be built at Guthrie, Ky., next spring by a local capitalist.

The Mountain City Mill Co., Chattanooga, Tenn., has just completed a large grain warehouse.

It is reported that an elevator will be built at Alpha, Minn., by a Mr. Packard of Sherburne.

The Crescent Grain Co. of Bloomington has built an addition to its elevator at Downs, Ill.

E. I. Littlefield has bought L. W. Fish's interest in the grain business at West Kennebunk, Me.

A. E. Inkster has leased for the winter Inkster Bros. & Co.'s grain platform at Rocklyn, Wash.

David Liggett has purchased a half interest in the Oliver & Francis Elevator at Camp Point, Ill.

I. E. Wardsworth has leased his grain and poultry business at Stoneham, Mass., to J. H. Campbell.

James Powers has built a grain warehouse in connection with his store at South Royalston, Mass.

A new gas engine has been placed in the elevator at Natrona, Ill., and also in the one at Greenvew.

L. E. Rupard, dealer in grain and groceries at Dallas, Texas, has been succeeded by Evans Bros.

The Lake of the Woods Milling Co. is converting into an elevator its warehouse at Newdale, Man.

Mr. Muff, formerly of Summerville, Ohio, is talking of building an elevator at New Carlisle, Ohio.

M. Beckley, grain dealer at Phillipsburg, Kans., has been succeeded by the Phillipsburg Grain Co.

Henry Stelling has sold his grain warehouse and other property at Davisville, Cal., to John Reith Jr.

Work is about to be commenced on the Southern Railway's elevator at Pinner's Point, Portsmouth, Va.

Stephen Pierce is erecting a 40,000-bushel elevator in connection with his roller mills at Aylmer, Ont.

The Farmers' Elevator Company at Atterbury, Ill., has certified to a dissolution of the corporation.

Engel & Serr have succeeded Engel & Hirsch in the grain and hardware business at Scotland, S. Dak.

The Chicago Dock Co. is putting in 31 trolley grain spouts, furnished by the Weller Mfg. Co. of Chicago.

Ferrin Bros. are building a large store room for beans in connection with their elevator at Charlotte, Mich.

J. K. Bremyer and F. Olson recently purchased Wm. H. Blackman's interest in the People's Elevator at McPherson, Kans., and formed a new com-

pany under the name of A. Barker & Co. They have also put the elevator in good working order.

Geo. Van Voorst, a lumber and grain dealer at Union Hill, Ill., is reported to have made an assignment.

J. Newman of Wolcottville has moved to Hudson, Ind., where he purchased and is running the elevator.

An elevator has been completed at Octavia, Nebr., and will be in charge of E. A. Rusher as grain buyer.

John Grigsby has purchased the old depot building at Coatsburg, Ill., and will convert it into a grain elevator.

The Peavey Elevator at East Henderson, Minn., has been improved. A. L. Stoner is the wheat buyer in charge.

W. S. Russell of Allentown, Ill., has sold his elevator and residence to Perry Moneymaker of Hopedale.

J. Q. Adams & Co. of Seattle, Wash., have placed a grain buyer in charge of the large warehouse at Wenatchee.

J. M. Murray is building new approaches to the driveway through his 100,000-bushel elevator at Eureka, Ill.

It is stated that two elevators, with a combined capacity of 700,000 bushels, will be erected at St. Joseph, Mo.

Hiestand, Warner & Co. are building a large new grain warehouse at Oakesdale, Wash., making the eighth there.

Warren Bartlett has erected a granary in connection with his store at Newland, Va., and is now buying corn.

M. D. Burke & Co. of Pemberton, Ohio, propose building an elevator on the new line of railroad in that vicinity.

A granary for holding 50,000 bushels of oats has been built at Muscatine, Iowa, by the Muscatine Oat Meal Co.

C. F. Moody is putting up a 10,000-bushel elevator on the line of the Great Northern Ry. at Latona, Minn.

Gordon Brothers have made arrangements to build an elevator at Skelton, Ill., to have a capacity of 12,000 bushels.

Jacob Smith has leased from the Farmers' Warehouse Committee the new grain warehouse at Sprague, Wash.

Dun & Howard have added the elevator at Wy-more, Nebr., to their line of grain houses on the Burlington Railroad.

E. C. Pinney has built a grain store at Ludlow, Vt., and leased the same for five years to Burditt Bros. of Rutland.

Carrington, Hannah & Co. have enlarged the capacity of their elevator plant at Gifford, Ill., by erecting new cribs.

James McNeen has built a two-story frame seed house at La Junta, Colo., for the cleaning and storing of alfalfa seed.

It is said that the C. & N. W. Ry Co. contemplates erecting a large grain elevator on its dock property at Manitowoc, Wis.

Robert Stone & John Lawyer are building an elevator at Alto, Mich. They will also operate a feed mill and handle flour.

Sperry & Co. are building an elevator at New Ross, Ind. Their old warehouse will be used as a basis of construction.

The Pipestone Elevator and Milling Company, Pipestone, Man., has been incorporated with a capital stock of \$5,000.

Elmer E. Davis of Elmwood, Ill., has purchased and taken charge of the elevator of Suffern, Hunt & Co. at Lake City, Ill.

Albert Leet has built a grain warehouse near the Cotton Belt depot at Dexter, Maine, and will go into the grain business.

The Spates Elevator at Litchfield, Minn., owned by Mr. Thomas of Smith Lake, is now operated by J. P. Jensen of Hancock.

The Sullivan (Ill.) Herald says that Frank E. Buxton has leased the elevator at Chipps Station, and is buying grain there.

According to the Assiniboian of Saltcoats, Assiniboia, there is a good opening for an elevator at that place and also at Yorkton.

H. E. Ankeny has leased a portion of the Des Moines (Ia.) Linseed Oil Works' warehouse and will use it for storing grain.

All of the machinery for the 1,500,000-bushel elevator for the Canadian Pacific Railroad at Ft. William, Ont., is being supplied by the Dodge Mfg.

Co. The elevator is expected to receive grain December 15. Power will be furnished by a new 500-horse power engine.

The Guthrie Grain Co. is building an addition to its elevator at Newkirk, Okla. When completed, a gasoline engine will be put in.

It is reported that the farmers about Colville, Wash., desire a warehouse in which to store grain, pending shipment to Spokane.

The Glucose grain elevator and cribs at Exira, Iowa, have been purchased by the Davenport Elevator Co. of Davenport, Iowa.

C. L. Douglass has rented the Schroeder Elevator at Marseilles, Ill., which was operated by Robt. Harrington prior to his failure.

The Ohio Valley Warehouse and Elevator Co. of Louisville, Ky., has filed articles, changing its name to the Mutual Contract Co.

H. J. Wilkinson has built a grain warehouse at the Great Northern depot, Granite Falls, Minn., and engaged in the grain business.

The elevators at Muncie and Oakwood, in Vermillion Co., Ill., which were recently burned, have been replaced by new structures.

C. H. Comstock is building another elevator at Ashkum, Ill. It is 30x80 feet and 60 feet high, with a capacity of about 60,000 bushels.

The Royal Milling Co. has completed a 15,000-bushel elevator at Kalispell, Mont. It will be operated by a 3-horse power engine.

McClusky & Needham of Winside, Nebr., have sold their grain elevator to Turner & Brenner of Wayne. Ed. Ross will have charge of it.

Two reversible self-propelling trippers for 60-inch belts have been supplied to the Great Northern Elevator at Buffalo by the Dodge Mfg. Co.

J. G. Hickox & Co., Bowling Green, Ohio, let the contract for their new elevator to Ordway Bros., and the building is now nearly completed.

J. H. Chamberlain's elevator at Farmer City, Ill., is completed. He purchased and cribbed considerable corn before the elevator was available.

The stock of the recently incorporated Hubbard Milling Co. of Rochester, Minn., is controlled by the Van Dusen-Harrington Co. of Minneapolis.

It is not likely that the Backus & Young Elevator at Toledo, Ohio, which was destroyed by fire some time ago, will be rebuilt before next spring.

John Linder has bought the interest of Mr. Durbin in the grain firm of Durbin & Tivis, Loxa, Ill. The style of the new firm is Tivis & Linder.

There is talk of another elevator being built at Delano, Minn., next spring. There are already two at that point, but the Cargill is not operated.

S. M. Taylor, in charge of the elevator at Woods, N. Dak., was gagged and robbed by masked men. The sum of \$1,030 was secured by the robbers.

It is said that an elevator is soon to be built at Prairie Depot, Ohio, and that F. A. Hastings of Bowling Green is interested in the enterprise.

F. P. Rush & Co.'s new elevator at Farmer City, Ill., is equipped with machinery and a system of rope drive supplied by Nordyke & Marmon Co.

The W. W. Cargill Co. is buying grain at Oconto, Wis., using the old Lake Shore depot as a warehouse, but will build an elevator in the spring.

The Middle Division Elevator Co., managed by James I. Best at New Orleans, is doing a large export business in Illinois corn by way of that port.

Mr. Fletcher of Oakton, Ky., is trying to place \$25,000 worth of stock among the citizens of that place for building a large elevator and flouring mill.

A. D. Sprague has completed his elevator at Caledonia, Minn. It is 60x20 feet, and 30 feet high, with office and power house added to the south side.

The 250,000-bushel Atchison Elevator at Winfield, Kans., has been completed by the Macdonald Engineering Co. and is now running to its full capacity.

The old elevator at Wilson, Ill., is to be torn down and replaced by a new one of 12,000 bushels' capacity, which will have all the modern improvements.

G. W. Arnold's old creamery building at Colfax, Ill., is being moved to the railroad tracks and will be used for storing oats by the Middle Division Elevator Co.

A press dispatch from Indian Head, Assiniboia, dated November 3, says: All the elevators are filled to their utmost capacity, and every available building in town is filled with grain in bags. To-

day about sixty loads of wheat had to be piled outside the elevators. If the blockade is not soon removed business will suffer to a material extent.

The safe in the grain office of Gifford & Manly at Sioux Rapids, Iowa, was blown open one night recently and \$38 in cash and some valuable papers were taken.

The merchants of Little Falls, Minn., formed a grain buying association this fall to force the elevator men to pay from 1 to 2 cents more per bushel for wheat.

The farmers who lost grain in the burning of the McMillan Elevator at Emerson, Minn., a few weeks ago, have been paid in full at the rate of 76 cents per bushel.

H. M. Boyer of Olney, who recently acquired possession of the elevator at Tower Hill, Ill., is having it fitted up with the intention of locating there and buying grain.

The Empire Elevator Co. has closed its elevators at Andover, Brampton and Langford, S. Dak., under the belief that almost all the crop has been marketed at those points.

Arthur Reynolds and Guy Hagy of Tampico, Ill., have purchased the Jerome Howe Elevator on the C. & A. R. R. in Wenona, Ill., and will take possession January 1.

T. B. Baker is building an elevator at Moose Jaw, Assiniboia. It will have a capacity of 30,000 bushels, and will be operated by a 10-horse power gasoline engine.

The Farmers' Alliance of Elliott, Ill., has decided to incorporate and build an elevator at once on the line of the L. E. & W. Ry., which has already assigned it a site.

The Hodges & Hyde Elevator Co., Sherburne, Minn., has made extensive improvements so as to put its property on an equal footing with the new elevators at that point.

Colton Bros. of Bellefontaine, Ohio, are reported as having bought land at Lewistown, in Logan County, on which to build an elevator, on the new line of railroad there.

Jos. Barcume has sold his warehouse at Bloomer, Wis., to the Northern Grain Co. of New Richmond. He will continue to have charge of the elevator as agent for the company.

The firm of Davis & Jessup, dealing in grain and stock, with headquarters at Durham Station, La Porte Co., Ind., has been dissolved. The business will be continued by S. S. Davis.

The little town of Douglass, Man., is the center of a good wheat-growing section. The three elevators now there are the Northern, the Lake of the Woods Milling Co.'s and Mr. Greenwood's.

The new elevator being erected at Pensacola, Fla., by the Moulton-Starrett Co. of Chicago, will receive grain this week, and it is expected that it will be completed by Thanksgiving.

Kellogg & Deur, Missouri Valley, Iowa, are building a 20,000-bushel elevator. Seeley, Son & Co. of Fremont, Nebr., are the contractors. A 36-horse power Charter Gasoline Engine will be used.

Brandon, Man., will this year afford a market for some 600,000 bushels of wheat. This is handled principally by its nine elevators, which have a total storage capacity of 350,000 to 375,000 bushels.

Articles of incorporation of the National Elevator Co. at San Francisco, Cal., were filed last month by James Spiers, Chas. M. Weyman, Henry L. Weber, Lionel Heynemann and John L. Boone.

Wesley Steward & Co. have sold their grain, coal and lumber business at Steward, Ill., to Birdsell & Son of Sterling, who will take possession December 1. Steward & Co. established this business nearly thirty years ago.

The Glucose Sugar Refining Co. of Chicago, has decided to make extensive improvements to its plant at Marshalltown, Iowa. The new plant will consume twice as much corn as at present, or 15,000 to 16,000 bushels daily.

The trust deed guaranteeing the 5 per cent. bonds of the Consolidated Elevator Co. of St. Louis was signed on October 20, and has been placed on record. The bonds cover the St. Louis, Merchants', Union Depot, Central A and B, Venice, Union, East and Valley elevators.

Three elevators have been erected this year at Carberry, Man., by the Northern Elevator Co., Bready, Love & Tryon, and Rogers Bros. These add some 85,000 or 90,000 bushels to the total storage capacity, which is now 230,000 or 240,000 bushels for the seven elevators.

The Nelson Grain Co. of Kansas City, Mo., have recently completed a large warehouse at the corner of Joy and Hickory streets, in the West Bottoms. The new building is of brick, four stories in height, and is equipped with the best of modern machinery for the handling and storing of grain.

It has a storage capacity of 200,000 bushels of grain in bulk and from 50,000 to 60,000 sacks of bran, chops, etc.

H. C. Suttle and J. W. Obermiller of Kenney, Ill., purchased last month from W. F. Johnson & Co. of Chicago, a line of six elevators located in the following Illinois towns: Hallsville, Tabor, Midland, Beason, New Chicago and Skelton.

The Kingston Elevator Co. has been incorporated to deal in grain and erect elevators at Kingston, Ont., and operate a line of boats on the lakes and St. Lawrence River. Its capital is \$150,000, and the promoters are Kingston and Duluth men.

The Farmers' Elevator, with a capacity of 30,000 bushels of grain, has just been completed at Easton, Ill. There are eighty stockholders, and the capital stock is \$5,000. W. K. Terrell is president, M. S. McClintock, secretary, and Alex. Lucas, treasurer.

The report that John Carlin, who owns and operates the elevator at Utica, Ill., was involved in the failure of Noble Jones of Chicago was without foundation. Mr. Carlin lost but \$250 by the failure.

The elevator of Warren & Co. at Bushnell, Ill., in charge of T. M. Hunt, has been repaired. The long, high drive to the dump has been done away with, and an easy means of access and dumping provided.

The C. & N. W. Ry Co.'s 80,000-bushel elevator at Audubon, Iowa, has just been completed. It stands on the site of one destroyed by fire a few weeks ago. Seeley, Son & Co. of Fremont, Nebr., have the contract.

The 500,000-bushel elevator of the L. & N. R. R. Co. at Pensacola, Fla., has a drying and cooling apparatus by which grain in a damp or heated condition can be thoroughly treated before being loaded in vessels.

King's old grist mill at Tonica, Ill., has been remodeled and is now used by Mr. Austin as a grain elevator and warehouse. Elevating machinery has been put in, and a stone foundation placed under the building.

The Island Distillery at Waterloo, N. Y., which has been lying idle for nearly 20 years, is to be rebuilt and equipped as a first-class distillery. Its capacity is said to be easily over 1,500 bushels of grain per day.

It is reported that H. A. Binns and Geo. Warren have bought sites at Middletown, Ill., with the intention of erecting elevators, and that Edwin Beggs of Ashland has also bought an acre for the same purpose.

At Peoria, Ill., the Monarch Distillery is running at a daily capacity of 4,000 bushels; the Atlas at 5,000 bushels, and the Hanover and Shufeldt at small capacity. The Great Western Distillery will start up November 15.

The business men of St. Paul, Nebr., claiming that local grain dealers were driving the farmers to other markets by not paying current prices for wheat, held a meeting and organized a company to buy grain. It is not thought the new company will actually engage in business.

The Vincennes Elevator Co., Vincennes, Ind., has been incorporated with a capital stock of \$10,000. B. G. Hudnut is president and Samuel Thompson treasurer. It is said they will use the building formerly occupied by West & Hutton, corner of First and Busseron streets.

The joint committee of the Canton, Ohio, Board of Trade and Business Men's Association report having completed arrangements with the American Cereal Co. of Chicago, for building an elevator there at once, thus furnishing the farmers of that vicinity with a first-class grain market.

The Norfolk & Western Railway Co. will erect a 500,000-bushel elevator at Lambert's Point, Norfolk, Va., and thereby increase its facilities for handling export grain through that port. This is surely good news for western shippers who find it advantageous to ship via Norfolk.

The National Linseed Oil Co. has closed its mill at Mankato, Minn., and moved half of the machinery to St. Paul to enlarge the capacity of its plant there. It is said the object of this move is to reduce expenses by concentrating the mills. Seed will continue to be purchased and stored at Mankato.

The new American Glucose Co. has absorbed the United States Sugar Refining property at Waukegan, Ill., and also the adjacent plant of the United States Starch Co. It is reported that this combined plant will be greatly enlarged so that its capacity will be 30,000 bushels of corn per day.

The Canadian Pacific Ry. has completed a second elevator at Owen Sound, Ont., with a capacity of 812,000 bushels. This gives Owen Sound a total grain capacity of over 1,000,000 bushels, which is the largest storage capacity in Eastern Canada, outside of Montreal. The elevator's marine leg has a capacity of 12,500 bushels per hour. It is fitted

with every convenience looking to reducing the cost of handling, minimizing the dangers of fire, and facilitating the transshipment of grain from boats to cars.

The Export Elevator's 675,000-bushel annex at Buffalo, N. Y., has been completed and is now receiving grain. All of the machinery was supplied by the Dodge Mfg. Co. This house was built in forty-five days by J. L. Record. This is the shortest period any elevator has been put up at that point.

The Union Depot Elevator Co.'s elevator at Detroit, Mich., has been equipped with a new marine leg, with independent tower 110 feet high. It is connected with the main building by a 30-inch belt conveyor. The leg has a capacity of 10,000 bushels per hour, and is designed for unloading the largest boats on the lakes.

The town of Arlington, Ore., says the Trade Register of Seattle, in order to get the handling of the grain raised in Klickitat, Wash., has agreed to pay the ferriage on all grain crossing the river at that point. The railroads pay 25 cents, warehousemen 5 cents, saloons 5 cents, and the merchants make up the remaining 10 cents.

Negotiations are on between the officers of the Grand Trunk Ry. and the citizens of Collingwood, Ont., for increased elevator accommodations for that town. The Grand Trunk proposition is, if the citizens will give a bonus of \$25,000 it will furnish a company to increase the present elevator capacity of 175,000 bushels to 1,000,000 bushels.

The new 500,000-bushel Burlington Elevator at Peoria, Ill., was started October 25, and has been running ever since. It has had no hot boxes, and the machinery, which was supplied by the Dodge Mfg. Co., has given perfect satisfaction. The elevator was erected by the Barnett & Record Co., E. Lee Heidenreich being the engineer in charge of the work.

The elevator being erected by the St. Paul & Kansas City Grain Co. at Marshalltown, Iowa, on the site of the one destroyed by fire some time ago, was expected to be completed by November 10. It has a capacity of 50,000 bushels, with cleaning department, etc. Tromanhauser Bros. of Minneapolis are the contractors and H. M. Stearns superintendent of construction.

The elevators, grain and other property of Robt. T. Harrington, who recently failed at Marseilles, Ill., were sold last month at sheriff's sale. The railroad elevator was purchased by Bruce & Jamieson, who, together with Chas. Douglass, were the principal buyers of the corn and oats in store in the different warehouses. Something like \$12,000 was realized from the sale, which it is said will not pay one-half of the debts.

The Montreal (Canada) Elevating Company has contracted for two powerful floating elevators. The boats are to be of steel. The elevating capacity will be about 8,000 bushels per hour each. They will be adapted for discharging the largest class of inland vessels that will carry grain cargoes to that port on the completion of the enlargement of the canals. With this addition, the plant of the Montreal Elevating Company will consist of 16 screw propelling floating elevators with a united elevating capacity of about 85,000 bushels per hour.

The Amenla & Sharon Land Co.'s newly completed elevator "R" at West Superior, Wis., is to be used as a "hospital." It will receive consignments of low grade and smutty wheat from farmers and shippers, which it will scour and clean for the market. The elevator is located away from the water front, and will not attempt to do a lake shipping business. It is expected that this establishment will largely increase the receipts of low grade grain at the head of the lakes. The company has already decided to increase the plant next spring so as to have a capacity of 500,000 bushels.

The Electric Elevator at Buffalo, N. Y., will take in grain this week, but will not be completed until about the middle of December. This elevator has a capacity of 1,000,000 bushels, and is well equipped with modern machinery for handling large quantities of grain rapidly. The Dodge Mfg. Co. supplied twenty-two carloads of machinery for this house. The machinery is driven by electricity supplied from Niagara Falls, and eleven motors are placed about the elevator so that any portion of the machinery can be run independent of the rest. It has two marine legs of 15,000 bushels' capacity each per hour, one is movable, and one stationary. The bins are all fitted with a self-cleaning bottom.

The unfortunate failure of the Madelia Farmers' Elevator Co., some time ago, through the dishonesty of the managers, has involved all the officers and directors—two of the latter living in this county—in criminal and civil suits, beside the loss to numerous farmers of stored grain. It is not probable that the directors can be made accessories to the theft of grain, except it be shown that the loss was caused by their negligence in not watching the managers.—New Ulm (Minn.) News.

Late Patents

Issued on October 12, 1897.

Car Starter.—Guilford D. Rowell, Appleton, Wis. No. 591,498. Serial No. 629,659. Filed March 29, 1897.

Igniter for Gas or Gasoline Engines.—Milon O. Godding, Monrovia, Cal. No. 591,598. Serial No. 621,903. Filed Feb. 3, 1897.

Gas Engine and Generator.—Daniel Best, San Leandro, Cal. No. 11,633. (Reissue of No. 544,879.) Serial No. 631,331. Filed April 8, 1897.

Whistle for Gas or Gasoline Engines.—Geo. F. Arp, Spirit Lake, Iowa. No. 591,521. Serial No. 613,273. Filed Nov. 24, 1896.

Issued on October 19, 1897.

Explosive Engine.—Chas. L. Cummings and John C. Hilton, Erie, Pa. No. 591,952. Serial No. 616,274. Filed Dec. 19, 1896.

Explosive Engine.—Carl W. Weiss, New York, N. Y. No. 592,033. Serial No. 595,252. Filed June 12, 1896.

Explosive Engine.—Carl W. Weiss, New York, N. Y. No. 592,034. Serial No. 615,975. Filed Dec. 17, 1896.

Gas Engine.—Paul Auriol, Paris, France. No. 592,073. Serial No. 587,950. Filed April 17, 1896. Patented in France Sept. 19, 1895. No. 250,384.

Gas Engine.—Chas. L. Mayhew, Saratoga Springs, N. Y. No. 591,862. Serial No. 571,781. Filed Dec. 11, 1895.

Corn Sheller Cob Stacker.—John H. Gilman, Ottawa, Ill. No. 592,111. Serial No. 625,822. Filed March 3, 1897.

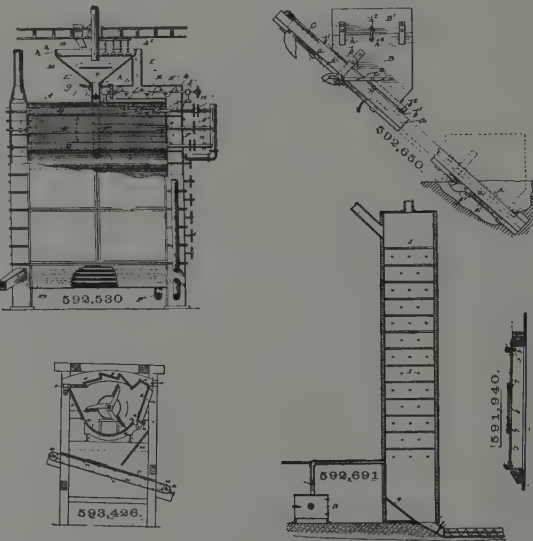
Grain Door.—James Watson, Rantoul, Ill. No. 591,940. Serial No. 631,975. Filed April 13, 1897. See illustration.

Issued on October 26, 1897.

Corn Sheller Attachment.—John H. Gilman, Ottawa, Ill., assignor to the King & Hamilton Co., same place. No. 592,543. Serial No. 632,452. Filed April 16, 1897.

Gas Engine.—Clark Sintz, Grand Rapids, Mich. No. 592,669. Serial No. 560,181. Filed Aug. 22, 1895.

Grain Drier.—John Kurtzworth, New York, N. Y. No. 592,530. Serial No. 613,619. Filed Nov. 27, 1896. See cut.



Grain Purifier and Drier.—Emile F. Cazalet, Kentland, Ind. No. 592,691. Serial No. 633,023. Filed April 20, 1897. The patentee claims an apparatus for treating oats and grain for purifying, sweetening and whitening the same, consisting of an upright casing having an inlet at its upper end and an outlet at its lower end, and provided at intervals in its length with bars for retarding the passage and agitating the grain, a pipe communicating with the lower portion of the casing and having connection with a furnace or other device for generating sulphurous fumes, and a steam-pipe communicating with pipe for creating a blast therethrough and positively circulating the fumes through the casing. See cut.

Apparatus for Elevating or Dumping Grain.—Wm. F. Kendall, Lu Verne, Minn. No. 592,650. Serial No. 597,852. Filed July 2, 1896. See illustration.

Issued on November 2, 1897.

Baling Press.—Norman B. Wilder, Prophetstown, Ill., assignor of one-half to H. E. Paddock and W. F. Milliken, same place. No. 593,148. Serial No. 629,409. Filed March 26, 1897.

Igniter for Gas Engines.—Fred C. Olin, Buffalo, N. Y., assignor to the Olin Gas Engine Co., same

place. No. 592,881. Serial No. 614,681. Filed Dec. 7, 1896.

Gas Engine.—Fred W. Spacke, Indianapolis, Ind. No. 593,034. Serial No. 586,572. Filed April 7, 1896.

Gas or Oil Motor Engine.—Frederick W. Lancaster, Alvechurch, Eng. No. 592,794. Serial No. 598,480. Filed July 8, 1896.

Pneumatic Grain-Moving Apparatus.—Frederick J. Weber, Connorsville, Ind., assignor to the Steel Storage & Elevator Construction Co., same place. No. 592,848. Serial No. 641,582. Filed June 21, 1897.

Issued on November 9, 1897.

Baling Press.—Alfred Barrett, Puyallup, Wash., assignor of one-half to Albert Bennett and Geo. Edgerton, same place. No. 593,506. Serial No. 621,986. Filed Feb. 4, 1897.

Baling Press.—Elmer J. Shirley, El Modena, Cal. No. 593,383. Serial No. 615,944. Filed Dec. 16, 1896.

Grain Door for Freight Cars.—Jos. Wright, Lancaster, Wis. No. 593,266. Serial No. 626,798. Filed March 10, 1897.

Machine for Shelling Peas or Beans.—Harry H. Brakeley, Bordentown, N. J. No. 593,426. Serial No. 584,473. Filed March 23, 1896. See illustration.

Oil and Gas Engine.—Jean J. Heilman, Paris, France. No. 593,296. Serial No. 623,887. Filed Feb. 17, 1897. Patented in France Dec. 26, 1895. No. 252,742; in Belgium July 6, 1896, No. 122,364; in England July 9, 1896, No. 15,197; in Switzerland July 11, 1896, No. 12,687; in Hungary Aug. 11, 1896, No. 6,769, and in Austria Aug. 11, 1896, No. 3,373-46.

Automatic Weighing Machine.—Wm. F. Braun, Chicago, Ill., assignor to John E. Searles, New York, N. Y. No. 593,455. Serial No. 613,294. Filed Nov. 24, 1896.

COMMISSION

W. A. Porterfield & Co. recently opened an office as grain and stock commission brokers, at Norfolk, Va.

Downing, Hopkins & Co., the grain commission firm of Portland, Ore., have incorporated under the same name.

W. R. Beatty has associated himself with Sterling & Hunt, a commission firm in grain, provisions and stocks of Chicago, Ill.

Henry Duggan and John H. Rowell, doing business as grain merchants at Montreal, Can., have dissolved partnership.

H. F. Clark and Edward Cahill have succeeded the first mentioned party in the grain commission business at Springfield, Ill.

The grain commission firm of W. G. Miller & Co. at Chicago has dissolved, but the business will be continued under the same name by W. Y. Miller.

The Nelson Grain Co., Kansas City, Mo., has filed articles of incorporation. The capital stock is \$10,000, subscribed for by Frank M., C. A., W. H. and J. M. Patterson.

W. D. Crist & Co., who have conducted a bucket shop in the Windsor Hotel, at Bloomington, Ill., since last June, have decided to quit business at that point on account of light patronage.

A commission concern has been started at Chicago under the style of Jones & Stoner, in which Tom K. Stoner is the junior partner. The senior is a railroad man, connected for a considerable time with the Northwestern line.

The Pitt Brothers Company has been incorporated to do a general commission business at Baltimore, Md., by George A. Frederick, Pembroke W. Pitt, Clarence M. Pitt, William G. Gorman and Henry E. Wack, all of Baltimore. Capital stock, \$10,000.

A press dispatch states that J. E. Sturgis & Co., who did a large bucket shop business at Pittsburg, Kans., during the lively period of grain speculation this fall, have quit business because of insufficient patronage. It is encouraging to note that there are some places where such institutions cannot thrive.

The firm of Jos. V. Ferguson & Co., doing a hay and grain commission business at New Orleans, La., dissolved on November 1, and Mr. Ferguson consolidated his interests with those of another commission merchant, Mr. Theo. McGinnis, and the business will be conducted under the name of Ferguson & McGinnis.

The firm of E. F. Catlin & Co. has been organized at St. Louis, Mo., to carry on a general commission business in grain, hay and seeds. E. F. Catlin is well known to the trade, having been formerly vice-president and treasurer of the Brinson-Judd Grain Co. The business will be conducted under his sole management.

Cooper well your cars.

Fires - Casualties

The grain elevator of A. F. Davis at Fayette, Mo., was burned October 26. Loss \$5,000; insurance \$3,000.

The Grand Trunk Elevator at Goderich, Ont., was burned on the night of November 6. A large amount of grain was consumed.

The large grain warehouse of Hon. W. V. Marquis at Bellefontaine, Ohio, was burned on the night of October 26. Loss \$5,870; insurance \$2,000.

The grain elevator and warehouse at McCoy, Ind., was burned on the night of October 16. Loss \$3,000; insurance \$900 on building, and \$500 on the contents.

A shed adjoining the engine room of the elevator owned by Smith, Hippen & Co. at Emden, Ill., was burned recently, and it was only by the greatest care that the elevator was saved.

George T. Elliott's grain elevator at Mattoon, Ill., was destroyed by fire at 12:29 a. m., October 15. A large amount of corn and oats was burned. Loss \$10,000; partly covered by insurance.

The old Jasper Elevator at Quincy, Ill., was damaged by fire at 6:45 p. m. October 25. The fire was caused by sparks from a passing engine. The elevator was unoccupied, and the damage was slight.

A large grain warehouse at Fletcher, Ont., owned by J. L. Scott of Chatham, was destroyed by fire on the night of October 8. The building and contents, consisting of a large amount of grain, were insured.

The grain elevator of C. P. Forgy & Bros. at New Waverly, Ind., was burned at 8 p. m., October 9. The fire started in the cupola, and it was supposed it originated from sparks from a passing engine. Loss \$2,000.

The insurance on K. Dockstader's elevator at Lenox, Iowa, which was burned October 9, amounted to \$5,000. The fire started on the roof. Over 1,000 bushels of corn and a large amount of oats were destroyed in the fire.

The grain elevator at Nesbitt, Man., owned by the Northern Elevator Co., was burned on the night of October 14. Over 23,500 bushels of wheat were burned. A full insurance was carried. The elevator will be rebuilt.

The sheds and barn in connection with Tuttle & Jenkins' elevator at Norwalk, Ohio, were burned at 2:30 p. m., October 7. Three horses were burned to death, a carload of salt and some cement were destroyed. Loss \$500, with no insurance.

An attempt was recently made by an incendiary to burn the elevator owned by Morton Bros. at Hamburg, Iowa. The incendiary had placed a lot of oil waste in the driveway and set fire to it. It was discovered by accident, and the elevator was saved.

The grain elevator of Strong & Co. at Webster, S. Dak., was destroyed by fire on the night of November 6. It had a capacity of 20,000 bushels. About 4,000 bushels of wheat and 3,000 bushels of flour were burned. The origin of the fire was unknown. Insured.

The Farmers' Alliance warehouse at Genesee, Idaho, together with 100,000 bushels of grain, was burned on November 2. The elevator was leased and operated by C. E. Wood. The fire started from the engine. The greater part of the grain was insured.

The large elevator at Macon, Ill., owned by J. Van Gundy & Son, and operated by Yost Bros., was burned at 3 a. m., October 26. Over 5,000 bushels of corn and oats were burned. Loss \$10,000; insurance on grain \$2,500; on elevator \$2,000, and on machinery and fixtures \$2,100.

The grain elevator of G. W. Millbank, miller of Brookfield, Mo., was burned on the night of October 31. The fire caught from an adjoining building. The elevator contained about 5,000 bushels of wheat. A large part of this was saved, but in a damaged condition. A small insurance was carried.

S. M. Gaylord, agent at Woods, N. Dak., for the Monarch Elevator Co., was assaulted by masked men on the night of October 25 and beaten until he became insensible. He was then gagged, tied to the floor and robbed of \$1,000. When found in the morning he stated that he was awakened by a noise in his room in the elevator, and when he arose from bed the assault was made so quickly that he did not have time to see by whom it was made.

The grain elevator of J. E. Royl & Co. at Marion, Ohio, was burned at 12:57, October 29. The fire was first seen in the southwest corner of the building, and its origin was unknown. The elevator was 30x50 feet, and 40 feet in height. It contained 1,300 bushels of corn; 900 bushels of oats, 20 barrels of flour, 40 bushels of clover seed, flour sacks valued at \$50, and over 1,500 grain sacks. The safe and

books were saved. Loss on building and contents between \$3,500 and \$4,500; insurance \$2,800.

The Canadian Pacific Railroad's elevator at Montreal, Que., received damage amounting to \$200 from fire recently. The fire was supposed to have been caused by the overheating of a pipe running from the boiler room to the machinery room.

The grain elevator owned by S. P. Decker at Ashland, Nebr., was burned at 2 a. m., October 12. About 15,000 bushels of corn were damaged, and a number of farmers lost grain which was stored in the elevator. The cause of the fire was unknown. The loss was partly covered by insurance.

B. F. Coon suffered a severe injury to his hand recently while engaged at work upon a new grain elevator at Hemlock, Ind. He was standing by a windlass with his hand on the rope, when the horse which furnished the power started. His hand was drawn into the pulley and one of the fingers was badly crushed, while the others were more or less injured.

The Sturges Elevator at Buffalo, N. Y., operated and controlled by the Buffalo Elevating Co., was burned at 4:30 p. m., October 27. The fire originated from a dust explosion which was said to have been set off by sparks from a tug. It had a capacity of 300,000 bushels, and contained 79,000 bushels of wheat, 20,000 bushels of corn, and 100,000 bushels of oats. After the fire the damaged grain was sold by the underwriters for \$10,250. The elevator was built 31 years ago, and it is expected that it will be immediately rebuilt. Loss on building and machinery \$100,000; insurance \$75,000. Loss on grain \$106,000; insurance \$65,000.

OBITUARY

George B. Allen, dealer in grain, coal and wood at Wallingford, Conn., is dead.

Henry Warren Crowell, who for 20 years past has been engaged in the grain business at Newton, Mass., died October 17. He leaves a wife, two sons and an aged mother.

Danniel Henne, a well-known grain dealer of Greenville, Ohio, died October 23. He was 58 years of age, and had served as treasurer of Greenville Township for many years.

Geo. W. Sims, a grain and stock dealer of Vermilion, Ill., died October 25. He had been engaged in business in that city for many years, and was known as a man of strict honor and business integrity.

Charles Stewart of Kansas City, Mo., died October 17. He was formerly engaged in the grain business in that city, but relinquished it to enter into the real estate business. He had been a resident of Kansas City for 20 years.

Jacob D. Michael, of the grain commission firm of W. G. Michael & Co. of Baltimore, Md., died October 9 of peritonitis. He was 56 years of age, and had spent almost his entire life in the grain business. A wife and five children survive him.

William A. Dorsey, formerly of the grain firm of Cornell & Dorsey at Baltimore, Md., and an ex-member of the Corn and Flour Exchange, died October 17. He had been a sufferer from rheumatic gout for many years, and it finally caused his death.

Henry P. Kittfield, at one time engaged in the grain commission business at Chicago, Ill., died at his home at Manchester-by-the-Sea, Mass., October 28. He was an ex-appraiser of the port of Boston, and a veteran of the war of the rebellion. He was 56 years of age.

Ellis Michael of La Porte, Ind., the inventor and manufacturer of a fanning mill, died October 16 of heart disease and kidney trouble. He was 72 years of age, and leaves a large family. At the time of his death he was president of the La Porte Gas and Coke Company and Crown Cycle Company.

David McLennan, a grain dealer of Stratford, Ont., died October 3, as the result of an operation. He had been engaged in the grain business for a number of years at Ingersoll, then in Blyth and afterward in Clinton. He was a man of sterling character, and his death was greatly deplored. He was 61 years of age.

David Evans, a prominent grain dealer and business man of El Paso, Ill., died October 28 as a result of a stroke of paralysis. He was born in Montgomery County, Pa., and removed with his parents to Peoria County, Ill., at an early age. In 1871 he engaged in the grain business at El Paso, and remained in that business until his death.

Eli F. Roberts, who has been for years identified with the grain business of Chicago and the state of Illinois, died recently. He was born in New York State, and removed to Illinois in 1843. He engaged for a while in farming near Rockford, Ill., and later engaged in the grain business at Cherry Valley,

In the early days he was the leading shipper of grain to the Chicago market. Since 1873 he had resided in Chicago. He was 76 years of age, and is survived by a wife, 3 sons and 4 daughters.

E. Raymond Speer died at his home at Hinsdale, Ill., on November 2, of paralysis. He removed to Chicago from Boston in 1862, and up to ten years ago he occupied a prominent position on the Chicago Board of Trade as a grain commission merchant. As he arrived at Chicago at the time when the grain trade was just reaching an important position he materially assisted in its development. He was noted for his kindness to the poor, and he devoted much time to those who had been unfortunate. He was 67 years of age, and leaves a wife and two children.

PERSONAL

O. J. Frost has removed from Diller, Nebr., to North Branch, Minn.

A. B. Blair of Winona, Minn., has been appointed Northwestern agent for Armour & Co.

E. C. Eikenberry has assumed the management of the Camden Elevator at Camden, Ohio.

W. P. Everingin has taken charge of the business of the Omaha Elevator Co. at North Loup, Nebr.

Henley Eversole of Pithian, Ill., is contemplating reëngaging in the grain and implement business.

H. C. Haarstick, the grain exporter, of St. Louis, Mo., has returned from an extended visit abroad.

L. Frazee of Grand Meadow, Minn., has removed to Sherburne, and has taken charge of Rippe's new grain elevator at that place.

C. P. Moore of Savoy, Ill., will remove to Hays, Minn., where he will have charge of the grain and stove business of Mr. Wood of that place.

E. E. Haskins, who has been representing the Omaha Elevator Co. at North Loup, Nebr., has purchased and will conduct a store at Jewell, Iowa.

George Robinson Hunt Jr., a well-known grain dealer of Louisville, Ky., was married on the evening of October 20 to Miss Marie Virginia Myer of that city.

E. L. Kingsley has sold his interest in the Kingsley Mill at Shell Rock, Iowa, and has accepted a position as grain buyer for a firm of Minneapolis, Minn.

George House, of the grain commission firm of House & Palmer of Cincinnati, Ohio, has returned from his wedding journey and is again actively engaged in business.

William A. Haynes, of the grain firm of W. A. Haynes & Co. of Chenoa, Ill., has removed, with his family, to Englewood, Ill. He retains his business interests in Chenoa.

John McCardle, grain dealer of New Richmond, Ind., has purchased property at Frankfort and will remove with his family to that place. He will remain in charge of his business at New Richmond.

Jesus Eppinger, junior member of the firm of Eppinger & Co., San Francisco, one of the largest grain firms of the Pacific Coast, was married recently to a prominent society lady of the city of Mexico.

J. Freidlund, who for several years has had charge of F. H. Peavey & Co.'s elevator at Grafton, N. Dak., has been transferred to Twin Valley, and will have charge of the elevator owned by the Peavey Company at that place.

W. H. Chambers, formerly secretary of the Grain Dealers' National Association, is now superintendent in charge of a number of stations for Harris & Co., on the main line and northern branches of the B. & M. R. R. in Nebraska.

James Turner, a grain dealer of Boody, Macon County, Ill., has been engaged to travel in the interests of the Illinois Grain Dealers' Association, and, no doubt, will induce the few regular dealers of the state still outside the Association to join. He is a practical dealer of many years' experience, and will be able to show dealers the advantages of joining.

Arthur H. Parnell, a member of the staff of Corn Trade News of Liverpool, England, has settled in New York City, and will represent the Liverpool Journal on the Produce Exchange. He has had ample experience in the grain and flour trade in France, and has represented Corn Trade News and Milling in Ireland and Scotland as well as in Liverpool and in London.

E. L. Kingsley has sold his interest in the Kingsley Mills at Shell Rock, Iowa, to his partner, T. W. McInroy, and has engaged as grain buyer for a firm of Minneapolis, Minn. He will buy from local grain dealers along the line of the Illinois Central from Waterloo to Osage, on the Chicago & Great Western from Sumner to Hampton, and on the Burlington, Cedar Rapids & Northern from Cedar Rapids to Nora Springs.



E. E. Pratt, of Sidney Center, N. Y., lost 50 tons of hay by fire recently.

Michael Carey of Moorestown, N. J., lost a large amount of hay and grain by fire recently.

G. W. Dudderar has purchased the hay and grain business owned by I. C. Fairly at Covina, Cal.

Johnson & Huggstran, a hay and grain firm of Chicago, Ill., have been succeeded by John Huggstran.

Sugar & Marsh have purchased the hay and grain business owned by Geo. D. Arnold at Cerrillos, N. M.

H. H. Karstens, wholesale hay dealer and miller, of Zeeland, Mich., has been succeeded by Jas. Cook & Co.

McClure & Vedder have succeeded Craggs & McClure, wholesale dealers in hay, grain, straw, etc., at Rochester, N. Y.

William M. Shipman Jr., a well-known hay and grain dealer of Brooklyn, N. Y., died recently. He was 43 years of age.

A. B. Thompson, of Ransomville, N. Y., lost 50 tons of hay and a large amount of grain by fire, on the night of October 11.

Eighty tons of hay, owned by Geo. Peterson at Black River Falls, Wis., were burned October 18. Loss \$2,300, with no insurance.

Abe Hucheson's large barn near New Providence, Iowa, was burned recently, with 50 tons of hay, 2,000 bushels of oats, and 250 bushels of rye.

E. D. Graves has purchased the large building owned by W. W. Hunt at Wendell Depot, Mass., and will use it for a storehouse for hay and grain.

Robert McClamrock of Kirklin Township, Ind., recently lost 20 tons of hay and over 700 bushels of wheat and corn by fire. Loss \$2,500; fully insured.

De Witt Clinton McDougal of Memphis, Tenn., died October 28, at 66 years of age. He had been engaged in the hay, grain and feed business in Memphis for many years.

The large barn of M. E. Griffin, near Spencer, Iowa, was burned recently, together with many tons of hay, 2,000 bushels of timothy seed and a large amount of oats and wheat.

Anglin Bros., dealers in hay and feed at Brooklyn, N. Y., have made an assignment. The business was established over 30 years ago by their father, who retired in December, 1895.

Thirty tons of hay owned by John Kutz at Middlesex, Pa., together with the season's crops of wheat, oats, rye and clover seed, were burned October 28. Loss \$3,000, with a partial insurance.

The Perrington Elevator at Detroit, Mich., which was used for the storage of hay, was burned October 17. Over 500 tons of hay were destroyed. The fire was of incendiary origin. The building was valued at \$1,000.

The Los Angeles Hay, Storage & Milling Co. of Los Angeles, Cal., has established itself in new quarters and is prepared to do a large business. The company expects soon to put in a mill for grinding corn meal.

J. Laplante, a well-known hay dealer of St. Li-boire, Que., was murdered recently while on his way home from St. Hyacinthe. He was found within fifty feet of his home. Robbery was the supposed motive for the crime.

John F. Wilson, doing business at Minneapolis, Minn., under the style of the Minnesota Hay & Grain Company, disappeared recently, and after a week had expired his creditors began making anxious inquiries as to his whereabouts.

The Hudson River Coal Company of Cohoes, N. Y., has filed articles of incorporation, with a capital stock of \$2,500, to deal in hay, straw, coal, wood, lime and cement. The directors are Jonas Ravercroft, James H. Wilson, Thomas T. Kennedy.

A suit was brought recently by John De Niski at Bloomfield, N. J., against John Henry Cockefair for \$18, which he alleged the defendant owed him for some hay. Cockefair admitted having purchased the hay, but refused to pay for it on the ground that it was worthless. A bale of the hay was

brought into court and an attendant was ordered to cut the bale ties. It was found to contain nearly a barrel of wood. The justice nonsuited the case.

Over 200 stacks of hay were destroyed in the Little Sioux Valley, Iowa, between Ticonic and Grand Center, Iowa, on the night of October 13. The fire started near Ticonic, on the Illinois Central road. Hundreds of tons of hay stacked for feeding purposes were burned.

Ferguson & McGinnis of New Orleans, La., have compiled the following pointers for hay shippers: Do not load less than ten tons in a car. You must pay freight on that amount, so put it in. Get a big car, if you have to wait a day or two for it. Do not load two grades of hay in one car. Cars that run even in quality sell best and quickest.

The Sykes, Hodge & Arnold Company of North Adams, Mass., has filed articles of incorporation to deal in hay, grain, straw, feed and coal. The company has been formed by the union of the three separate firms of R. A. Sykes & Son, W. H. Arnold and W. M. Hodge. The officers are: W. M. Hodge, president; W. H. Arnold, vice-president, and R. H. Sykes, secretary and treasurer.

The judgment for \$5,709, which the Hamlet Hay Company of Hamlet, Ind., secured against the New York, Chicago & St. Louis Railroad Company, has been affirmed by the Supreme Court of Indiana. The judgment was for damages done to plaintiffs' hay in the summer of 1892 by an overflow of water from Yellow River, which was caused by embankments made by the railroad company in building its road across the river.

F. F. Collins, secretary and treasurer of the National Hay Association, has sent out a neatly printed pamphlet of 100 pages, containing a very complete report of the meeting of the Association, held at Pittsburg, Pa., August 10, 11 and 12. It is replete with information concerning the hay business, and in addition to a full digest of the proceedings, contains the grades of hay and straw established by the National Hay Association, list of officers, committees, members, and a copy of the constitution and by-laws. A copy will be mailed free on application.

The hay and grain warehouse occupied by H. W. Briggs & Co. at Newport, R. I., was damaged by fire shortly after 1 o'clock p. m., November 20. The flames were confined to the north-east sides of the upper floors of the building. Loss on building, \$400. The loss on hay, grain and cereals amounted to between \$5,000 and \$10,000, the greater part of the damage being occasioned by water. The building was a two and one-half story wooden structure and was owned by J. N. A. Griswold. It was insured for \$2,000. H. M. Briggs & Co. carried an insurance on stock of \$4,250, and on machinery \$1,000.

The hay trade at Cincinnati has been steadily increasing for some time, and very many dealers are increasing their storage facilities and preparing to take care of a large amount of business. A very large business has been done with the southern states, which have come to recognize Cincinnati as a distributing point. The receipts of hay during September and August aggregated the large total of 21,580 tons, against 11,089 tons for the corresponding months last year. The shipments for the two months amounted to 9,086 tons, against 3,123 tons for the corresponding months of last year.

Under the head of "Cincinnati Happenings," the Hay Trade Journal says: "An application has been received by the directors of the Grain, Hay and Feed Receivers' Association for membership in the Association from a grain man who has had but little to do with the Association before this. He gave as a reason for his wanting to be a member that his customers in many cases were slow in paying his bills, and gave as an excuse that they had to pay up to the members of the Association first. He declared that he wanted to be in with the number who had to have their bills paid first.

The Supreme Court, holding session at Bismarck, N. D., has rendered a decision which implies that hay men have rights that must be respected. Two ranchmen of Williams County brought suit against the Great Northern Railroad for destruction of hay and range by a prairie fire set by a locomotive spark. It appeared that the hay had been cut on government land, and that the range was also government land. The attorneys for the railroad claimed that, as the ranchmen did not own the land or expect to own it, they could not recover damages. The Supreme Court held that under an implied license ranchmen are allowed the use of such unoccupied lands for grazing purposes and the road must pay damages.

The reputable hay dealers of Peoria, Ill., claim that the Western Hay & Grain Company and the Peoria Commission Company of that city have brought that market into disrepute. The Peoria Journal says: "All the trouble has been caused by either one or the other of these two companies. Herman Cohn calls himself manager of the Western Hay & Grain Company, and on their stationery R. F.

Cohn is named as proprietor. R. F. Cohn is Herman Cohn's wife. Though bearing a corporate name the Western Hay & Grain Company is not incorporated. The Peoria Commission Company is incorporated, and Max Cohn, a brother of Herman, acts as manager. Both firms do business at one office, No. 503 South Washington Street."

The Hay Receivers' Association of Chicago, Ill., has been at loggerheads with a number of eastern railroads over the question of demurrage. Under the rules of the Chicago & Eastern Illinois, the Panhandle, the Erie, the Wabash, Monon, Lake Shore, Nickel Plate and Michigan Central railroads, a charge of \$1 a day or fraction thereof is made against the hay receivers if they do not unload cars within 48 hours after arrival. In nearly all cases of demurrage the consignees claimed shortage of weight, hay having been stolen presumably while the cars stood on sidetrack. They then attempted to collect the value of this shortage in hay from the railroad companies, contending that if they were obliged to pay \$1 per car on such shipments, the transportation companies still had possession of the goods. In answer to this the railroad companies claimed that the demurrage charge was a penalty and not a storage fee and that after 48 hours the hay was no longer in their custody. The Hay Receivers' Association decided to bring the matter before the Interstate Commerce Commission, and if that body will not consider it, it will be taken before the federal court.

REVIEW OF CHICAGO HAY MARKET.

The prices for hay ruling in the Chicago market during the last four weeks, according to the Daily Trade Bulletin, were as follows:

During the week ending October 23, the receipts were 4,437 tons, against 5,795 tons the previous week. Shipments for the week were 271 tons, against 362 tons for the previous week. The offering of strictly choice grades of Timothy and Prairie hay were small, and a moderate local inquiry existed. A steady feeling prevailed throughout the week. Although the fresh receipts were lighter than during the previous week, the market was overstocked with low and medium grades for the reason that the demand for these grades was so light that receivers were unable to effect sales, and consignments accumulated on the tracks. Sales of Choice Timothy ranged at \$9.00@9.50; No. 1, \$8.00@8.50; No. 2, \$6.50@7.50; Not Graded, \$5.00@7.00; Choice Prairie, \$7.25@8.25; No. 1, \$6.50@7.00; No. 2, \$5.50@6.00; No. 3, \$4.00@4.75; No. 4, \$3.50. Rye straw sold at \$5.50@6.00.

During the week ending October 30, the receipts were 3,787 tons, against 4,437 tons the previous week. Shipments for the week were 192 tons, against 271 tons for the previous week. Only a moderate business was transacted during the week. The arrivals showed quite a falling off and choice grades were scarce. A good demand existed for choice grades. The low and medium grades were also in lighter supply, and the demand showed some improvement, the market closing with the tracks well cleaned up. Prices ruled steady. Sales of Choice Timothy ranged at \$9.00@9.75; No. 1, \$8.00@9.00; No. 2, \$6.50@7.50; No. 3, \$6.00@6.50; Not Graded, \$4.00@6.50; Choice Prairie, \$7.25@8.00; No. 1, \$6.50@7.00; No. 2, \$5.00@6.00; No. 3, \$4.00@5.00; No. 4, \$3.50; Clover Mixed, \$5.50. Rye straw sold at \$5.00@6.00, and Wheat straw at \$3.50.

During the week ending November 6, the receipts were 4,131 tons, against 3,787 tons the previous week. Shipments for the week were 312 tons, against 192 tons for the previous week. A rather light business was transacted throughout the week. The inquiry was fair during the first part of the week, but toward the close the demand fell off and the market ruled quiet and dull. The offerings were only moderate and consisted mostly of Timothy, the arrivals of Prairie being quite small. Prices showed no material change. Sales of Choice Timothy ranged at \$9.00@9.50; No. 1, \$8.00@8.75; No. 2, \$7.50; No. 3, \$5.75; Not Graded, \$5.50@7.75; Choice Prairie, \$7.50@8.00; No. 1, \$6.00@7.00; No. 2, \$3.87½@6.00; No. 3, \$5.00; No. 4, \$4.00. Rye straw sold at \$5.50@6.00, and Oat straw at \$3.50@4.00.

The comment is made that the cost to the state for grain inspection, aside from the loss to farmers, is maintained for the sole purpose of keeping up political fences, and the taxpayers are footing the bills. The Trade Register, Seattle, Wash., has very fully argued this question from the time the grain inspection bill was proposed, in the hope that if it were fastened upon the state an effort would be made to keep it out of politics and secure the best possible results from the service. The pointing out of defects from time to time has, however, resulted in few beneficial changes and has only emphasized the fact that the offices are most appreciated for their political effect. If this were not so, competent men would be employed and many admitted injustices would have been done away with long ago. The grain inspection law is a great disappointment, and if continued should be materially changed.

The EXCHANGES

The Merchants' Exchange of St. Louis, Mo., is making arrangements to commence a fight for the extermination of the bucket shops in that city.

Owing to a large call for memberships in the Chamber of Commerce of Minneapolis, Minn., the price has advanced recently about \$30, sales having been made at \$215.

The Flour and Feed Dealers' Association of Chicago, Ill., met recently to perfect an organization for business purposes confined exclusively to members of the Board of Trade.

William H. Foster Jr., who, it is claimed, absconded from New York on Sept. 26, 1888, with \$193,000 belonging to the gratuity fund of the New York Produce Exchange, was arrested at Neuilly, France, October 23. The United States Embassy will make an application to the French government for his extradition.

The members of the Toledo Produce Exchange presented Secretary Denison B. Smith with a gold headed cane and a silver flask on the occasion of his 80th birthday, which fell on October 26. Secretary Smith is highly esteemed by the members of the Exchange, and during his long association with that body he has made many warm friends.

The directors of the Chamber of Commerce of Baltimore, Md., have decided to increase the charges for inspection of outward grain from 15 cents to 20 cents per 1,000 bushels and inward from 25 cents to 40 cents per 1,000 bushels. The new rates took effect November 1. The board appointed T. Murray Maynadier a director in place of Clarence M. Pitt, resigned.

The annual election of the Minneapolis Chamber of Commerce was held October 6. All the old officers were re-elected as follows: President, L. R. Brooks; vice-president, John Washburn. The directors are H. Berger, A. B. Robbins, James Marshall, S. D. Cargill, F. W. Commons, Kinsley Maxfield, James Everington, George C. Bagley, J. G. Adams and C. C. Wyman.

The Grain Inspection Committee of the Cincinnati Chamber of Commerce is considering an interesting case between Moore & Garner and Gale Bros. involving the question of liability for short weight. A car of wheat was sold by Moore & Garner to Gale Bros., and in turn sold by them to a third party. The third party made the claim that the wheat was short weight. The car was not sold on Chamber of Commerce weights and it is held that the final buyer agreed to accept the weight testified to by the shipper.

A grain deal case was recently arbitrated between A. E. Matthews and A. McBean & Son of Toronto, Ont. The dispute was over 32,000 bushels of No. 1 Manitoba wheat, for which Mr. Matthews had contracted with McBean & Son for delivery in London to the firm of Dewart & Wood. The Toronto firm was unable to deliver the wheat. The amount involved exceeded \$11,000. The arbitrators decided unanimously in favor of Mr. Matthews, and A. McBean & Son were given four days in which to settle the claim.

The members of the Chamber of Commerce of Minneapolis, Minn., are considering a proposition to enlarge their present building. If the building now occupied is not enlarged they will consider the enlargement of the Flour Exchange building. The building will be completed and will be arranged with a large room for change purposes. It is thought by many that the plan of enlargement of the Flour Exchange building is the more feasible one, and it is expected that some action will be taken in the matter very soon.

The custom has gradually grown on the Chicago Board of Trade of trading out of hours. A notice has been posted in the first floor hall, near the curb entrance, calling attention to Rule 16 on the subject of "Hours of Regular Trading," yet it has not brought about any change. The rule is against trading after 1:15 p. m., yet it is practically a dead letter, and it is reported that even some of the officials of the board are not displeased at its violation. A great many members of the board think that the strict observance of this and all rules would redound to the credit of the institution.

The exchange floor of the Cincinnati Chamber of Commerce was the scene of a very warm discussion recently between H. Lee Early of the firm of Early & Daniels, and the Grain, Hay and Feed Receivers' Association. The trouble arose from the refusal of the Receivers' Association to make sales to firms after 12 o'clock from whom settlements had not been received by that hour. Mr. Early has announced that he will in the future pay his bills to members of the Association when it suits his convenience and claimed that no body of men doing business on the floor of the Chamber of

Commerce has the right to make rules that are in conflict with those of the Chamber. He held that the refusal to sell to any member, by an organization of other members, is denying that member the privileges of the floor to which he is entitled, and that he would be therefore entitled to damages from the Chamber.

The Board of Directors of the Milwaukee Chamber of Commerce met November 9, and adopted a majority report of the Committee on Rules advocating the amendment of the rules so as to make No. 1 Northern Wheat the only grade deliverable upon contract for future delivery. The millers are chiefly responsible for the change, as they claim that they are entitled to wheat as good as that deliverable upon contract for future delivery in Chicago, Duluth, Detroit and Minneapolis.

The Board of Arbitration of the Board of Trade of Superior, Wis., recently decided a case involving a loss on a consignment of barley. The shipment was made some time ago by the Crumpton Grain Co. to Homer T. Fowler. When it arrived in Superior, Mr. Fowler refused to accept it and it was sold at a loss. The Crumpton Grain Co. then brought suit against Mr. Fowler for damages. The matter was taken up for arbitration and was finally decided against the plaintiff on the ground that the barley was not up to the sample in quality. The decision was final as no appeal was taken.

The Board of Managers of the Produce Exchange of New York City have announced that Archibald McBean & Son, a prominent grain firm of Toronto, Ont., will not be permitted to transact any business on the floor of the Exchange. On August 9 the firm of Power, Son & Co., members of the Exchange, purchased from McBean & Co. 16,000 bushels of wheat at 85 cents a bushel, the wheat to be delivered at Buffalo on September 1. The Canadian firm did not deliver the wheat on the date for its delivery, and Power, Son & Co. were forced to go on the market and buy the wheat at 104½. They preferred charges against McBean & Son, but they failed to answer.

The Grain Inspection Committee of the Cincinnati Chamber of Commerce gave its decision recently on a very intricate question. The case arose from the sale of a car of wheat by Kyle & Williamson to J. A. Loudon & Co. The contract specified that the wheat was to be delivered at a point on the Cincinnati, Hamilton & Dayton railroad. This was desired by Loudon & Co., as it was necessary that the delivery be made on the road in order to give the purchasers the advantage of the milling in transit rate or a through rate on wheat brought into Cincinnati, made into flour and then sent on to an eastern point. The car in question was delivered at a certain point on what is known as the Cincinnati & Dayton, or a branch of the C., H. & D. The railroad would not give the desired milling in transit rate, as it was claimed that the branch was a separate road run by a separate corporation. In order to get advantage of this rate Loudon & Co. had to pay the freight to the main line and then rebill the consignment. The question for the committee to decide was, who should stand the freight from the original point to the main line. This decision was dependent upon whether the shipper fulfilled his contract when he agreed to deliver the wheat at a C., H. & D. point. The question as to whether the branch road is part and parcel of the C., H. & D. was one too fine for the committee to decide, and the verdict was that the two firms should compromise.

RECENT SALES OF ELEVATOR MACHINERY.

We take the following from an extensive list of elevator machinery sold by the Barnard & Leas Mfg. Co. of Moline, Ill., during the month of October:

CALIFORNIA: Jos. Wagner Mfg. Co., San Francisco, one No. 2½ Barnard O. & W. Separator, one No. 2½ Barnard Milling Separator.

COLORADO: Alex. Ault, Ft. Collins, one No. 3 Barnard Warehouse Separator.

ILLINOIS: Marsh & Wood, Plainfield, one No. 1 Little Victor Corn Sheller and Cleaner; J. M. McLean, Arcola, one No. 2 Victor Corn Sheller, one No. 2 Cornwall Corn Cleaner, shafting, pulleys, etc.; W. W. Adams & Co., Harvel, one No. 2 Victor Corn Sheller, one No. 2 Cornwall Corn Cleaner; Henning Brewing Co., Mendota, one No. 1 Barnard Malt Cleaner, shaft, pulleys, conveyor, etc.

INDIANA: New Bros., Greenfield, one No. 2 Barnard Warehouse Separator; Costlow & Scott, Kirklin, one No. 2 Little Victor Corn Sheller and Cleaner combined; Simison, Emison & Lane, Vincennes, one No. 0 Victor Corn Sheller, one Barnard Warehouse Separator; Ehitfield & Frushour, Lucerne, one No. 0 Victor Corn Sheller; George C. Wood, Winfield, one No. 0 Victor Corn Sheller.

IOWA: Fred Giesler, Muscatine, one No. 1 Little Victor Corn Sheller and Cleaner.

KANSAS: McEwen & Root, Vleits, one No. 1 Victor Corn Sheller.

MANITOBA: Waterous Eng. Works Co., Winnipeg, one No. 35 Barnard Special Grain Separator.

MICHIGAN: O. D. Chapman, Chesaning, one No. 1 Little Victor Corn Sheller and Cleaner.

MINNESOTA: Tromanouser Bros., Minneapolis, one No. 2 Victor Corn Sheller, one No. 2 Cornwall Corn Cleaner; Borden, Selleck & Co., Minneapolis, one No. 33 Barnard Special Grain Separator.

MISSOURI: John Wedge Machinery Co., Kansas City, one No. 0 Victor Corn Sheller, one No. 00 Little Victor Corn Cleaner.

NEBRASKA: E. R. Spencer, Firth, one No. 1 Victor Corn Sheller and Cleaner combined; W. J. Crandall, Firth, one No. 2 Victor Corn Sheller; Fairbanks, Morse & Co., Omaha, one No. 2 Victor Corn Sheller, one No. 2 Cornwall Corn Cleaner, one No. 4 Barnard Warehouse Separator.

NEW YORK: Morrison Bros., Utica, one No. 1 Little Victor Corn Sheller and Cleaner.

OHIO: A. S. Garman & Son, Akron, one No. 3 Victor Corn Sheller; White & Dillman, Hamersville, one No. 1 Little Victor Sheller and Cleaner combined; A. H. Wallis, Kunkle, one No. 1 Little Victor Corn Sheller and Cleaner; J. R. Hall, Quaker City, one No. 1 Little Victor Corn Sheller and Cleaner; S. M. Thorne, Sabina, one No. 2 Cornwall Corn Cleaner, one No. 2 Victor Corn Sheller; Baltimore & Ohio Ry. Co., Zanesville, one No. 2 Victor Corn Sheller.

PENNSYLVANIA: J. R. Davison, Greencastle, one No. 0 combined corn sheller and cleaner.

WISCONSIN: E. H. Pease Mfg. Co., Racine, one No. 2 Cornwall Corn Cleaner.

When regular grain dealers get to overbidding for grain and trying to run each other out of business, it is time they called in two or three regular dealers or the officials of an association to sit as a Board of Arbitration. Cut-throat competition may be all right in theory, but is very injurious in practice.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

SMALL ELEVATOR WANTED.

I want to rent a small elevator in Central West. Must be in good grain and hay country for making shipments East. Address

A. B., care Gibbs & Bro., No. 1 So. Front St., Philadelphia, Pa.

ELEVATORS WANTED.

I have customers for a few good medium-priced elevators from \$2,000 to \$7,000. Send full description, with prices, terms, etc., to

CHAS. W. HARKNESS, Real Estate Agent, Elmwood, Ill.

FOR EXCHANGE.

Good farm lands in Eastern South Dakota, well located and within 80 miles of Minnesota line, for good elevator located in Illinois or Iowa. Address

LOCK BOX 407, Delavan, Ill.

WANTS CHARGE OF ELEVATOR.

Situation wanted by a practical grain man in elevator. Would prefer to handle country elevator on commission. Will give \$500 security. First-class references. Address

W, Box 11, "American Elevator and Grain Trade," Chicago, Ill.

POSITION WANTED AS FOREMAN.

An experienced grain elevator man wants position as foreman in cleaning and mixing house. Has large experience with cleaners, and understands mixing all kinds of grain. References from past and present employers. Address

T, Box 11, "American Elevator and Grain Trade," Chicago, Ill.

ELEVATOR WANTED.

I want to rent an elevator in corn and oat country; Central Illinois preferred. I will not answer anyone unless they state terms they want to lease on, capacity, kind of power, amount of grain handled during the past year, etc. Address

W. K. LUMSDEN, Monticello, Ill.

POSITION WANTED AS MANAGER.

Want position as manager of some good elevator in good grain country. Am now employed as manager of a late-improved elevator, and will give present employer as reference. Have had 8 years' experience as manager for same employer. Am a practical mechanic and elevator builder, and can give any kind of reference required. Address

J. P. LEISS, Jasper, Mo.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

ATLAS ENGINE FOR SALE.

For sale, one 70-horse power Atlas Automatic Engine, in perfect order. Been run only three years. Address

SHANNON & MOTT CO., Des Moines, Iowa.

FAIRBANKS TRACK SCALES.

For Sale—Two Fairbanks railroad track scales, 50 tons capacity each; guaranteed perfect condition. Address

FRANK MARSHALL, 84 Traders' Bldg., Chicago, Ill.

ILLINOIS ELEVATOR.

For Sale—80,000-bushel elevator in Central Illinois. Handled 83,252 bushels in July, August and September this year. Address

COON BROS, Rantoul, Ill.

WEBSTER BELT CONVEYOR.

For sale, cheap, one Webster 24-inch Belt Conveyor, 120 feet, complete with automatic trip; adapted for handling grain and all other dry materials. For full particulars, address

J., Box 11, "American Elevator & Grain Trade," Chicago, Ill.

ILLINOIS ELEVATOR AND MILL.

Will sell, rent or exchange for a good farm my mill and elevator, doing a good business, and located in fine agricultural country in Central Illinois. Will give easy terms. Reason for selling, old age. Address

M. & E., Box 11, American Elevator & Grain Trade, Chicago, Ill.

REPRESENTATIVES WANTED.

Millwrights, machinery dealers and manufacturers' agents wanted to represent us in their territory, on commission, for the sale of elevating, conveying and power transmitting machinery, mill and elevator supplies. Address

WELLER MFG. CO., 118 and 120 North Ave., Chicago, Ill.

ILLINOIS ELEVATOR FOR SALE OR RENT.

Elevator in the best grain region of Illinois for rent or sale. The best built and most complete house in this part of the state, on the C., C. & St. L. R. R. (Big Four). Has ear corn and grain dump, office scales, hopper scales, one run of 3½-foot French burrs, sheller and cleaner, 30-horse power engine, etc. Must be seen to be appreciated. Handled 75,000 bushels of grain in December and January. Write for description to

LEVI RICHNER, Mansfield, Ill.

E. R. Ulrich & Sons,

SHIPPERS OF
WESTERN GRAIN,
ESPECIALLY

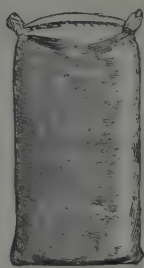
High Grade White and Yellow Corn.

Elevators through Central Illinois on Wabash Ry., Chicago & Alton Ry., C. P. & St. L. Ry., and St. L., C. & St. P. Ry.

Main Office, 6th Floor, Illinois National Bank Building,

SPRINGFIELD, ILLINOIS.

Write for Prices Delivered.

**GRAIN BAGS—BURLAPS.**

All kinds of Bags,
New and Second Hand.

ORDERS FILLED PROMPTLY.

W. J. JOHNSTON,

Factory and Office,
182 Jackson Street, CHICAGO.

PURE BUCKWHEAT FLOUR

Of especially fine quality for sale by

Kankakee Cereal Mill,

James McGrew Jr., Prop. * * KANKAKEE, ILL.

SPECIALTIES:

Graham, Corn Meal, Whole Wheat, Rye Flour, Buckwheat, Etc.

ROOFING AND SIDING.

The Garry Iron and Steel Roofing Co.,

168 MERWIN STREET, CLEVELAND, O.,

MANUFACTURES

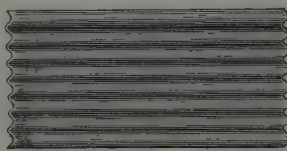
Steel Roofing,
Corrugated Iron,
Siding and Metal
Ceiling.

SEND
FOR CATALOGUE

**DURABLE—EASILY APPLIED.**

This roofing is manufactured from natural Trinidad asphalt materials, and will not dry up and become brittle under exposure to the weather as coal tar roofings do. Send for free sample of roof 12 years old, with circular and price list to

WARREN CHEMICAL & MFG. CO.,
56 Fulton St., New York, U. S. A.

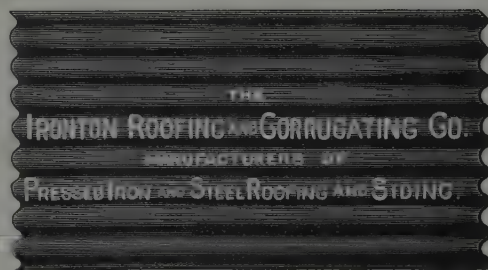


Write us for Catalogue and Low Prices on best

STEEL ROOFING, CORRUGATED IRON, ETC.

We are large manufacturers of these goods and can save you money.

SYKES STEEL ROOFING CO.,
611 So. Morgan St., Chicago, Ill.,
and Niles, Ohio.



IRON-TON, OHIO.

COMMISSION CARDS.

[We will not knowingly publish the advertisement of a bucket-shop keeper or irresponsible dealer.]

Jos. V. Ferguson.

Theo. McGinnis.

FERGUSON & MCGINNIS

Commission Merchants,

GRAIN, HAY AND FEEDSTUFFS.

Office, 524 Poydras St., New Orleans, La.

—References:—

The Commercial Agencies, Canal Bank, Teutonia Bank.

R. W. VAN TASSELL.

J. H. BUNN.

VAN TASSELL & BUNN,

Grain Commission,

PEORIA,

ILLINOIS.

Refer to Central National Bank, Peoria, and Mercantile Agencies

COMMISSION CARDS.

E. F. CATLIN & CO.,

COMMISSION,

Grain, Hay and Seeds,

309 CHAMBER OF COMMERCE,
ST. LOUIS.

Reference: St. Louis National Bank.

A. G. TYNG, JR.

D. D. HALL.

TYNG, HALL & CO.,

Grain and Commission Merchants

ROOMS 33 AND 35 CHAMBER OF COMMERCE,

Peoria, Illinois.

F. W. RUNDELL.

ESTABLISHED 1876.

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W. A. RUNDELL & CO.,

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Grain, Clover and Timothy Seed, Mill Feed, Baled Hay and Straw, Beans. We solicit orders and consignments. Will buy your track or delivered Toledo. We also solicit orders for the purchase and sale of futures in grain and clover seed.

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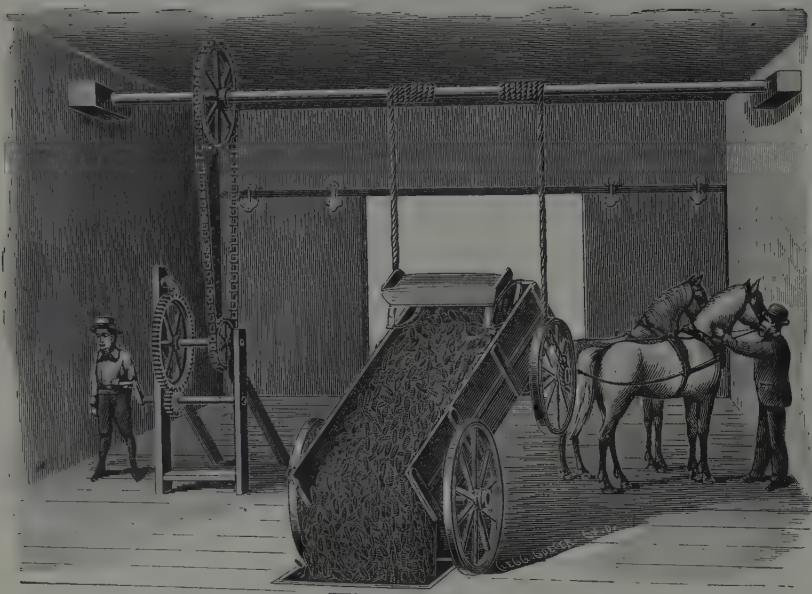
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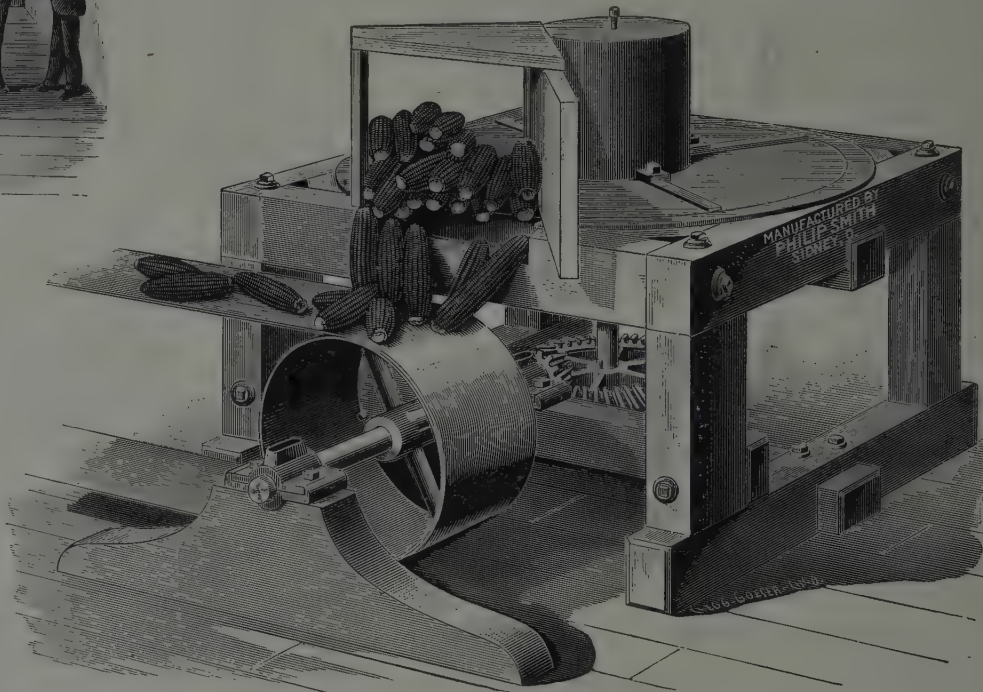
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THE NEW Patented Scoop

For unloading grain or coal from cars, grain from large bins, etc.

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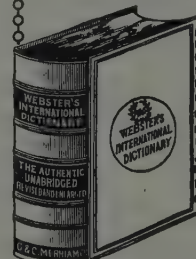
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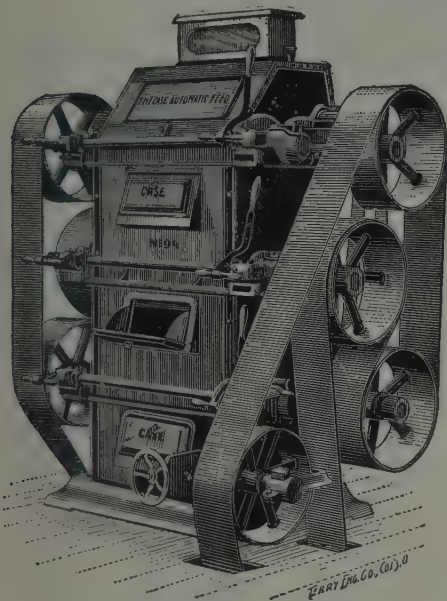
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Are made in four sizes, and always do perfect work.



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Should join the **Grain Dealers' National Association** and thereby help to support an organization which is seeking to promote the common interests of regular grain dealers, and to protect them in their business.

It seeks to secure the payment of a loading fee of two cents per 100 by railroad companies, to members, who receive grain for loading into cars and give three days storage free to all who wish to ship over carriers' lines.

It seeks to relieve its members from competition with irregular shippers and to discourage the sending of market quotations to any but regular grain dealers. It also strives to encourage the shipping of grain only to receivers who do not solicit or encourage shipments by others than regular grain dealers.

It seeks to guard and champion the interests of regular grain dealers in all matters of national scope, and especially in legislation by Congress or legislation which will affect the interests of the regular dealers of more than one state.

It is in favor of clean bills of lading and seeks to secure correct weights and to reduce shortages.

It is striving to relieve the regular dealer from the exactions and impositions heaped upon him by the rail carriers, insurance men and others.

It seeks to secure the adoption of clear and equitable rules governing the grading of grain in all markets and the equitable enforcement thereof.

It seeks to reduce the delay of grain in transit, and to have the present demurrage charge abolished or made reciprocal.

No regular grain dealer, who has the interests of his business at heart or wishes relief from the many abuses which encumber it, can hesitate to join the Grain Dealers' National Association and help along the work.

The membership consists of two classes of members: detached and associated. The detached members are members of this Association regardless of their membership in any other organization. The associated members have membership in this association by reason of their membership in a state, district or local association which has been admitted to membership in this association. The constitution provides that,

"Any person, firm or corporation operating a grain elevator, and engaging in the buying and selling of grain continuously, may become a detached member of this association; also, Any person, firm or corporation who has engaged in the buying and selling of grain continuously at one station for a period of two years, yet has no elevator, may, upon the recommendation of two persons, firms or corporations, who are members of this Association in good standing, and are operating grain elevators in the same or nearby stations, be admitted to detached membership.

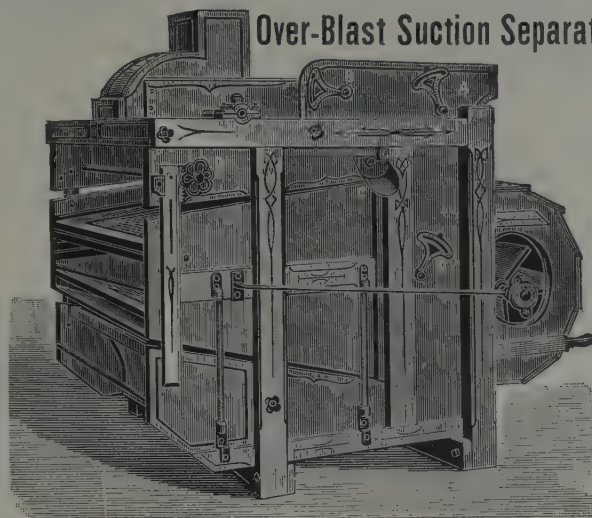
"Regular grain receivers and track buyers who do not sell grain for or buy grain from grain scalpers, irregular grain dealers, or transient grain buyers, 'scoop shovel men,' may be admitted to detached membership on the payment of the regular fees, and shall be rated the same as the owner of one elevator."

The officers are W. T. McCray, Kentland, Ind., president; E. A. Grubbs, Greenville, Ohio, first vice-president; J. M. Sewell, Hastings, Neb., second vice-president, and Charles S. Clark, Chicago, secretary. The directors are A. E. Clutter, Lima, O., H. N. Knight, Monticello, Ill., T. P. Baxter, Taylorville, Ill., M. McFarlin, Des Moines, Iowa, and H. B. Hieatt, Willis, Kans.

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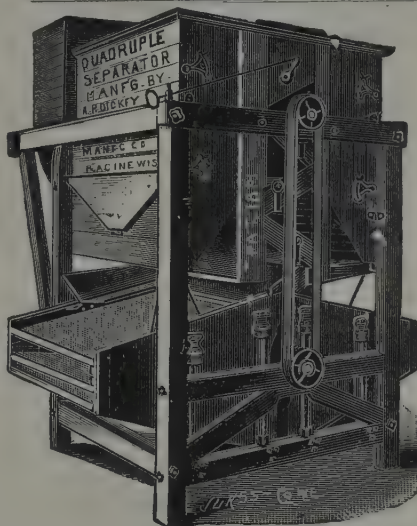


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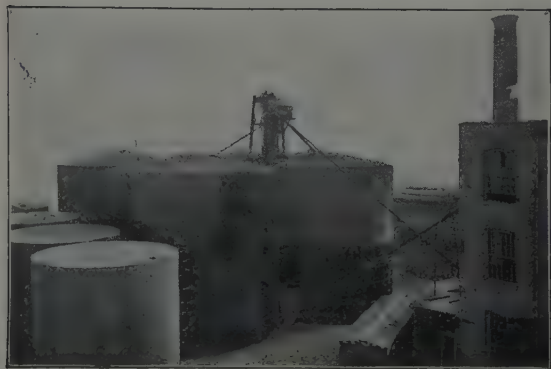
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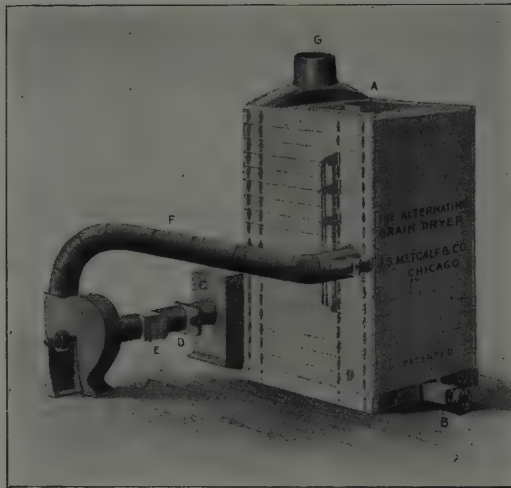
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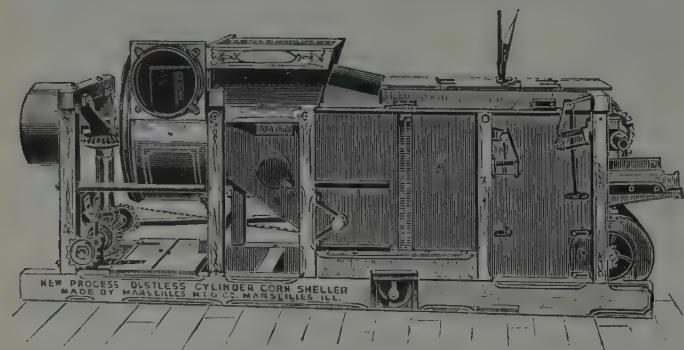
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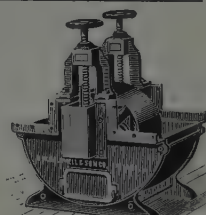
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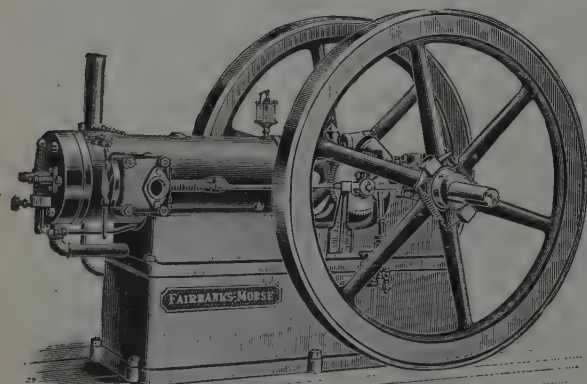
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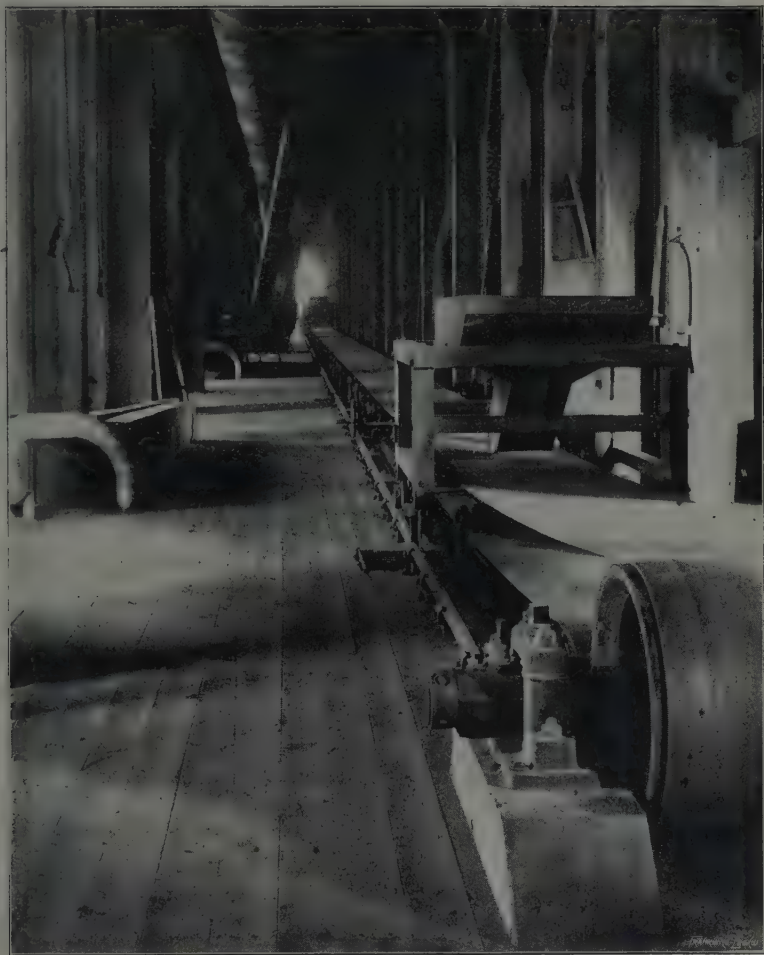
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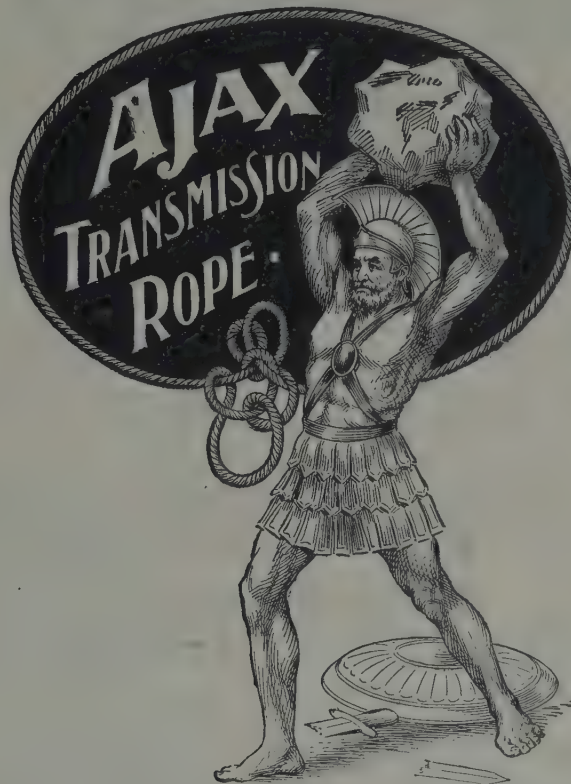
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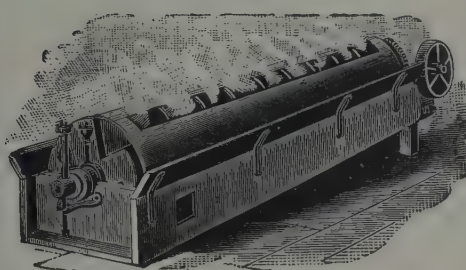
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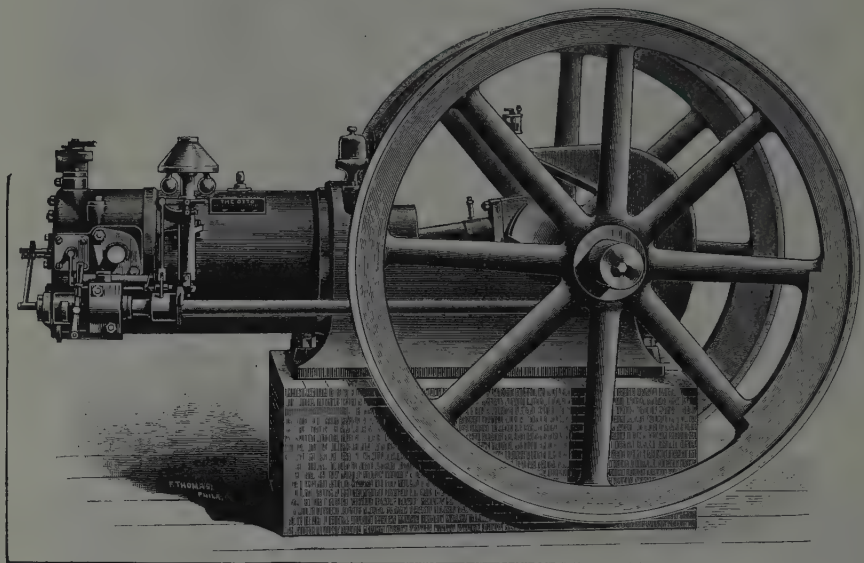
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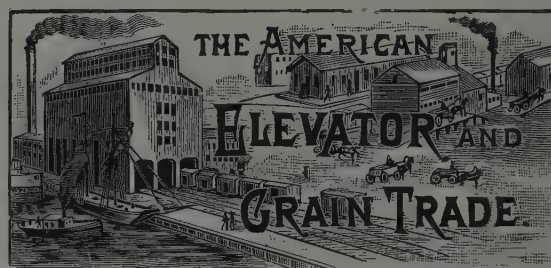
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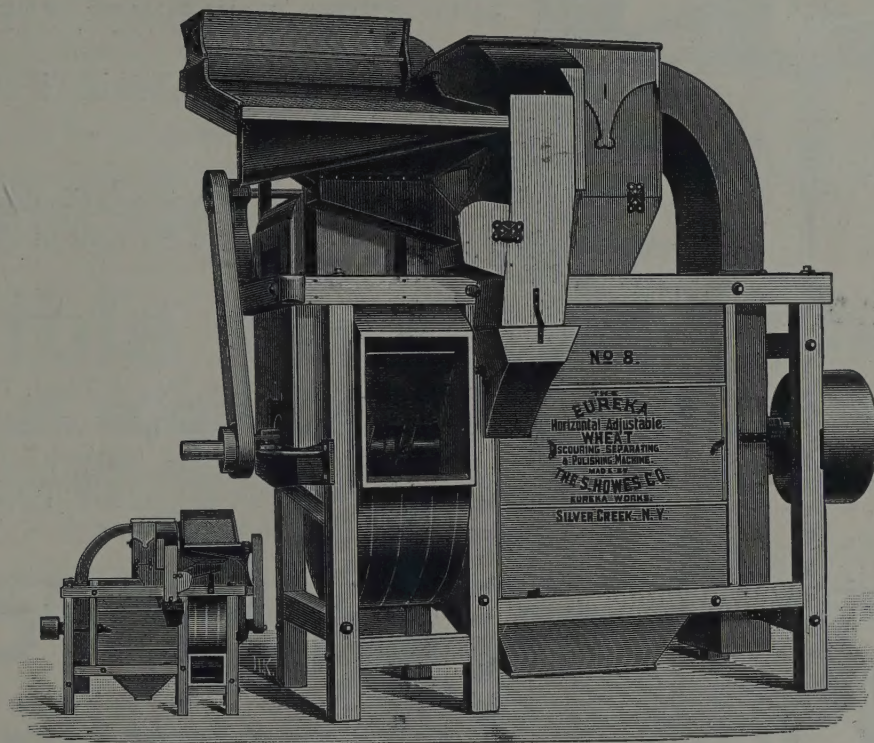
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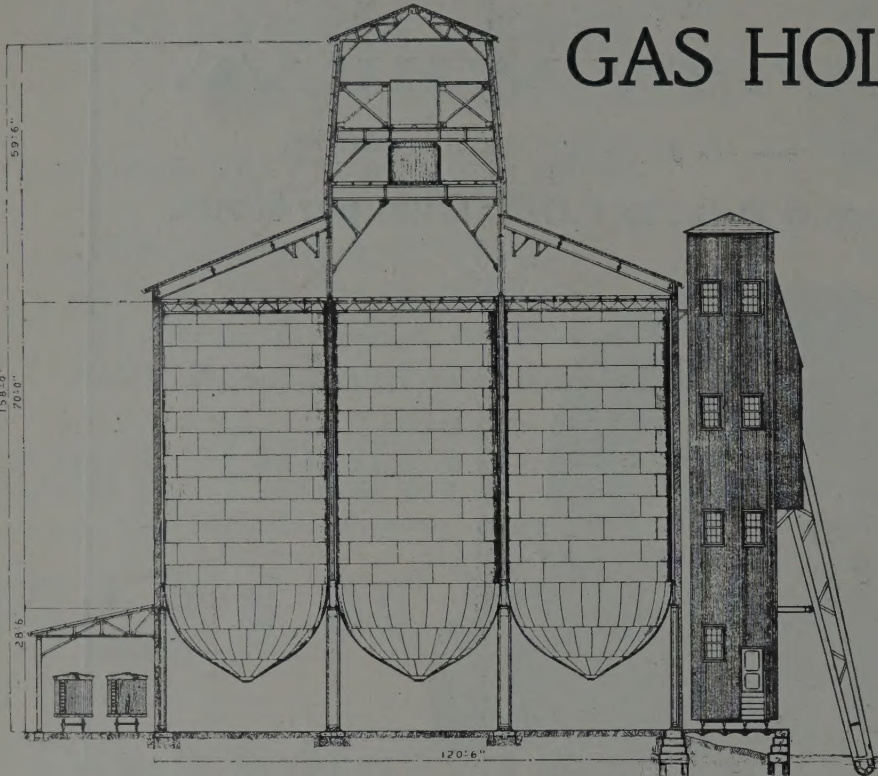
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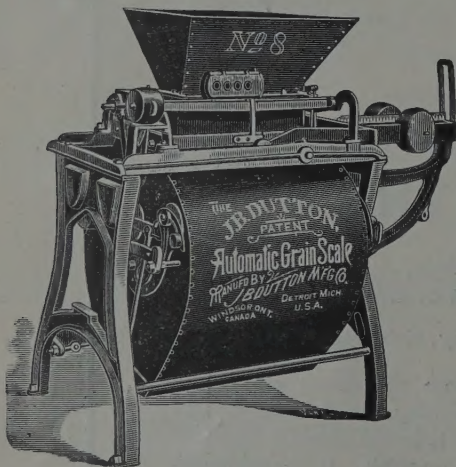
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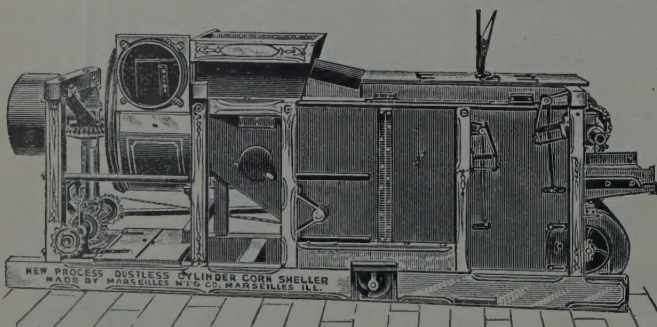
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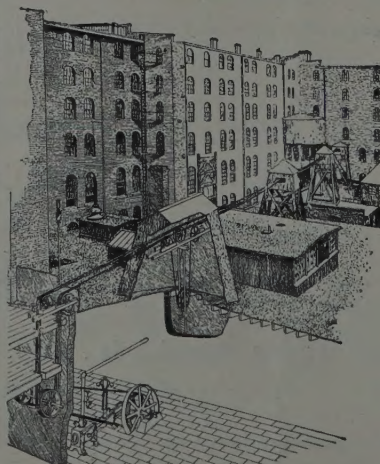
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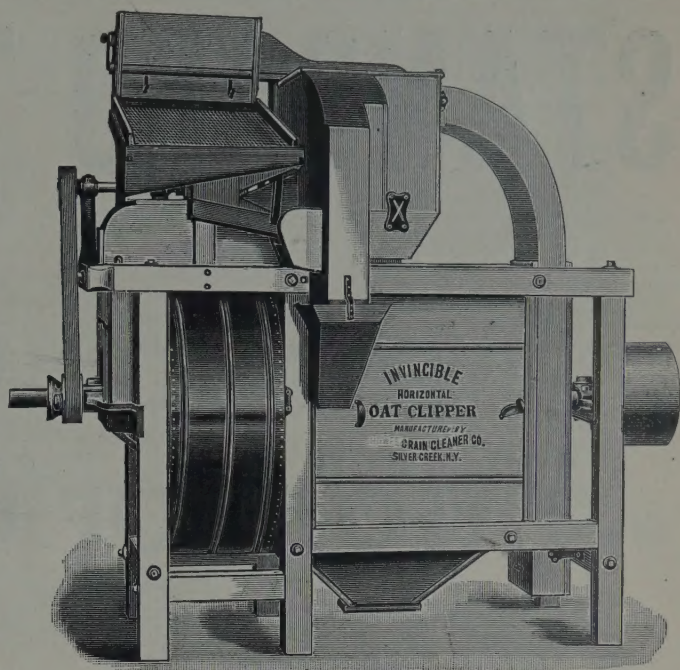
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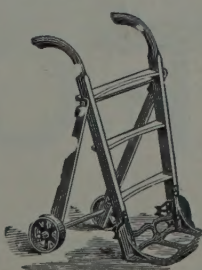
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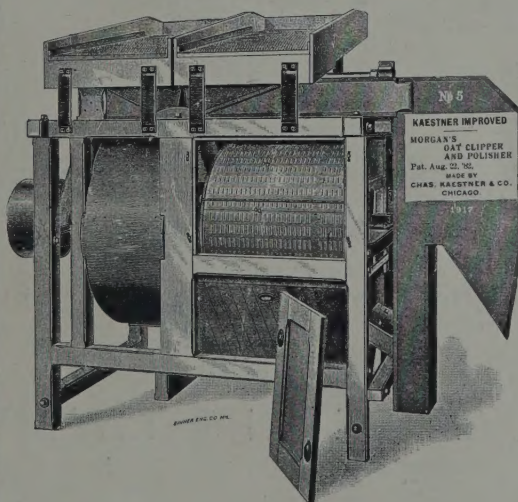
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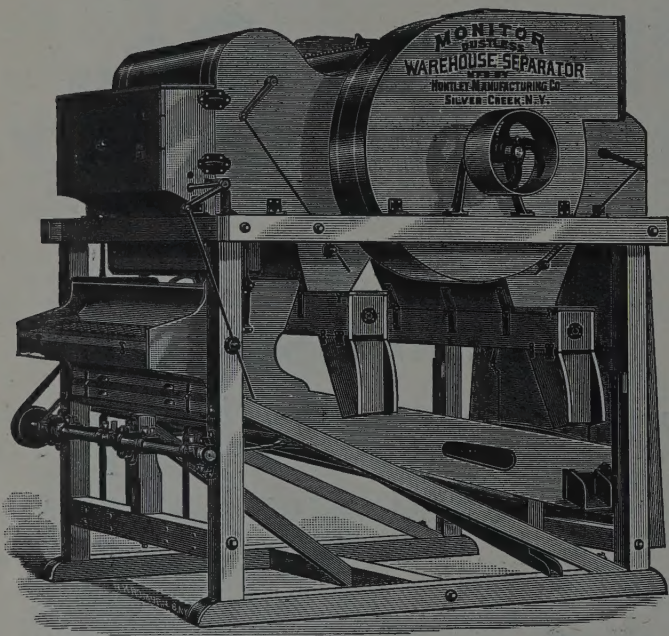
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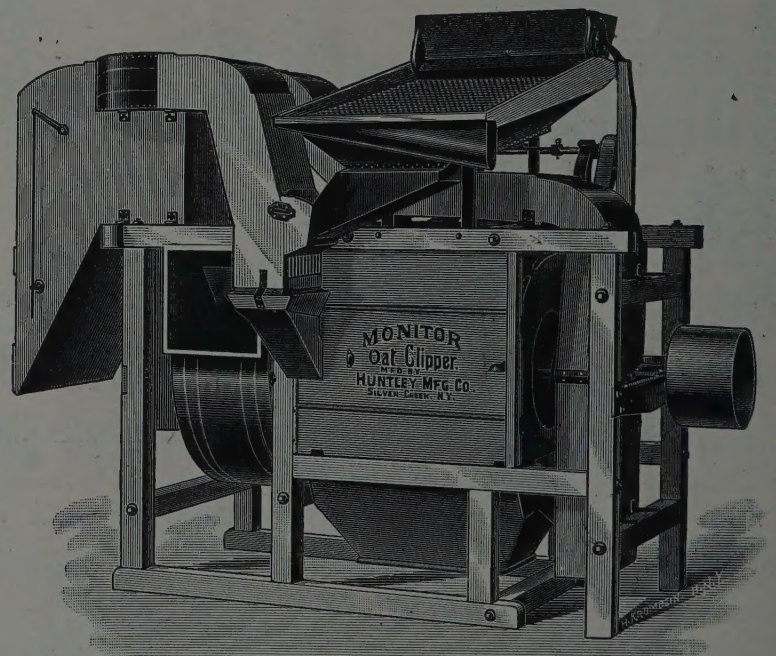


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